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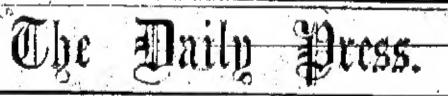
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Hongkong, August 30rg, 1911. THERE is another version of the story of the attack on a foreigner at Heungshan which differs in some material respects from the story we reproduced yesterday from the Chinese newspapers. The foreigner in question is a Mr. KNUTH, who is traveller in the employ of the manufacturers of the Milkmaid brand of condensed milk He was on a tour of the towns and villages in the Canton Delta. He travels from point to point in a large motor boat which flies the British flag, and carries a stock of milk and advertising matter. Last week be went in the motor-boat to Skeki On Friday morning be left again, taking with him in ad ition to the usual crew another Chinese pilot and a Father TABERNA, and proceeded to a place called Cheung Han Mun. Chinese pilot to a village inland called Po-san where he was to meet and bring back to Sheki on the motor-boat a Chinese Christian, recommended by Father TABERNA as a good man to manage a depot which it was promosed to estallish in Skeki. When within much interest. two-hundred vards of the shore at Cheung Han Mun a shot was fired at the motor-boat. and almost immediately afterwards there nas quite a fusillade, shots dropping just short of the boat but none bitting it. There. was no doubt that it was an attack by pifates. in the Canton Delta again. Not far above this spot the motor-boat had saluted and ling a rear light.

passed a Chinese gunboat, and when fired upon at Cheung Han Mun, the motor-boat turned and proceeded at full speed to obtain the assistance of the Chinese gurboat, which is presumably stationed there for the protection of the trade of the river from piracy. The gunboat proceeded as near to the spot as the depth of water would permit, but the to the Mortnary. commander could not be persuaded to land any of his men, and intimating that his duties were upon the water and not on the land, he left the motor-boat people to their own devices. The motor-boat went back to Sheki, and it is believed that the disturhances which occurred there, some six or seven hours leter, I were incited by the disappointed pirates of Chenng Han Mun. Whether this was so or not remains to be proved. At Sheki the mob in the streets seeking the blood of the foreigner is said to have numbered about two thousand. The Chinese interpreter, who was recognised by some of the people as being one of the men who had "brought the foreigner to Sheki," was very roughly handled, and only got back to the motor-boat by an ruse. Not knowing what had happened to Knurn, and seeing that the crowd was bent on mischief to the boat, he ordered the engine to he started and proceeded down the river. At certain parts, of the river it is very narrow, and the crowd pelted the boat with stones. Finally one Highest Class, Specially Selected, and huge boulder, among a volley of boulders thrown from a bridge, disabled the engine, but fortunately the boat drifted into the vicinity of a Chinese gunboat and was towed to Canton. The priest who came-back with Knurn to Canton and is an important weeks imprisonment with hard labour. witness of what occurred, has mysteriously

have so far failed.

list, and we are not surprised to read that the Minister of Foreign Affairs at Peking 55 is becoming apprehensive lest the conditions in these waterways should again, open up the question of their patrol by foreign gunboats. A paragraph in our Canton corres. pondout's letter to-day shows that the Chinese guard boats inspire no fear in the hearts of the pirates who are infesting the waterways of Kwangtung in ever increasing numbers. Our correspondent reports an attack made on one guard-boat in similar above times. mainer to the attack on the British motor boat, but with far more success, the commander and seven of the crew being shot by the pirates and the vessel thoroughly more determined action for the protection of trade on these waterways. The British Consular authorities are interested, because the motor-boat is British-owned; the Ger- the Settlement, and many articles published man consular authorities are interested lately by no means tend to preserve the peace. because the man in charge was of German intionality; and the Portuguess and Italian priest is Portugueso belonging to an Italian Mission. How seriously trade has suffered by the lawlessness prevailing in the riverine districts it is impossible to estimate; but there is no difficulty in coming to the conclusion that the insecurity of traffic is been communicated with on the subject. In in which the Canton trade has now been foreign infervention we presume that the Consuls at Canton have made the representations that it has clearly been their duty, as a Body, to make on the subject. In a very special sense does the fact that they were suspected of revolutionary responsibility fall upon the British Consul-General. It will be remembered that a few years ago, in consequence of the inability of he Chinese authorities to suppress piracy Admiral Moone placed a number of British gunboats on patrol duty on the waterways. This action not only scared away the pirates, but it stimulated the Chinese naval authorities to such an extent that on the strength of the action take by the Chinese authorities and the assurances they gave for the efficiency of the policing arrangements in the future, the British Admiral withdrew his gunboats. For a time reports | are in league with the rebels, and have actually of piracies continued to be infrequent, now the waterways seem to be as badly infested with pirates as ever they were, and nothing short of action similar to that. From this place it was intended to send the taken by Admiral Moore a few years ago seems likely to being about much improvement. The attack on the British motor boat should bring matters; to a head, and news of the action taken in the matter by the Consuls concerned will be awaited with

> The Directors of the Shanghai and Hongkew Wharf Co., Ltd., have declared an interim dividend of Taels 3 per share.

Piracy of late seems to have been very rife Mr. Wood at the Magistracy yesterday for spent the day in the theatres or in flower-boats driving a motor car by night without exhibit. on the river, returning to their yem cus the

H.E. The Governor was "At Home" yester. day afternoon at Mount in Lodge. Many were | The conduct of the men in the Cunton police present, and the tennis and croquet lawns were force continues to be an thing but satisfactory. kept well coongied.

An anknown Chinese male, about 27 years of age, was found floating in the harbour near the Kowloon ferry wharf on Monday and removed

On Monday night a young Chinese dived off the Wing On stramers' wharf at West Point to have a swim The dive proved his last, for his dead body was taken from the harbour sometime

It is stated that the three British "River' destroyers, Ribble, Usk and Welland, will be dispatched to the China Station in the autumn to relieve the three discreyers Janus, Hart and Pandy.

We have received from the American Consulate General the following typhoon warning despatched from the Manila Observatory yester day: Cyclone or Typhoon E. of Bashi Channel. moving N. W.

Fourteen shopkeopers and truck owners from the vicinity of Bonham Strand were fined amounts ranging from \$1 to \$5 by Mr. Wood at the Magistracy yesterday for causing an obstruction in the street.

The overturning of a kerosone lamp on board n Japanese steamer in the harbour resulted in four Chinese being severely burned on Monday. They were removed to the Government Civil Hospital by the water police for treatment.

A coolie who was employed on the steamer thep Sang to remove cargo was charged before Mr. Hazeland at the Magistracy yes order with stealing fourteen chickens. The theft was proved, and the coolie was sestenced to six

The keoper of an opium divan at 106, Temple disappeared, and all efforts to trace him Street, Ya mati, and 32 men who were found smoking therein were charged before Mr. Haze-The piracies that have occurred on the lind at the Magistracy yesterday with infringwaterways within the jurisdiction of the ling the Opium Ordinance. The keeper was 90 Viceroy of Canton during the past twelve lined \$ 00, or six months' imprisonment, the months would make a truly formidable smokers, were fined 33 each, and the pipes and other paraphernalia seized on the promises wer

> make the exeursion trip to Macro on Sunday, the 3rd prox. leaving here at 9 a.m. and returning from Macao at 5 p.m. The s.s. Sui An will make an extra trip to Macao on Saturday, leavling here at 7 p.m. There will be three depar-

CANTON.

FROM OUR OWN CORRESPONDENT. MACAO TROUBLES.

There are still many alarmist rumours oc corning trouble at Macao. The native Press is making much of the fact that there are couple of Chinese river cruisers anchored off the power of the law in this province. The latest story is that the Portuguese have by the people. The persons referred to as being taxed are probably dwellers within the disputed boundary area. The Society for the Protection of 'cundary Rights has telegraphed this news to the Foreign Off to at Peking, and it is stated that the Portaguese Minister has largely responsible for the stagnant condition | the meanwhile the Vicercy has been teld that steps must be tak n to preserve the public peace; or several months. From the fact that and the Heung Shan-ites have been warned to I reported that large number of troops had biding piace ad a with booty of the value of been sent to the district in question, and I have since been informed by one who is usually well" versed in melive current affairs that these particular troops were sent, away owing to the tendencies, and therefore it was advisable to get them away from Canton. The act of sending such troops to a disaffected area like Houng Shan does not commend itself as one of wisdom. There have been several movements of troops from the vicinity of this city lately, and one is led to wonder if these shiftings are due to the spread of revolutionary destrines among the soldiers.

ADMIRAL LI'S BODYGUARDS.

Mon lately arrested on revolutionary charges have made serious allegations against four teen of Admiral Li's bodyguards. Accord. ing to these allegations the guards in question aided them in their plans." The Admiral, unwilling to cause further panic, has given orders that the suspected men be sent home to their native villages, where doubtless they will be kept under surveillance. It is no wonder, therefore, that the officials here are living in a state bordering on terror. While on this subject it is interesting to observe that the 9th 19th and 29th days of the month appear to be those particularly set apart by the rebels for their acts of violence. Thus the Tartar-General was murdered on the 9th day of the 3rd moon the last abortive rising look place on the 29th day of the same moon, while the attempted asassination of the Admiral took place on the 19th of last month. There was a deal of fear among the officials that the 29th of the recentlyexpired month would witness some other attempt A chaffeur named Gibson was fined \$10 by at assassination, and many of the official body next day.

During the past twelve mouths it is said that no less than three hundred and sixteen men have been dismissed the force for various forms of miscondact. Some of these breaches of discipline are interesting, for they include, among others: (1) Satting arrested robbers free without permission. (2) Using their firearms without sufficient reason. (3) Offences gainst women. The new Police Pao'ai has caused the details of the dismissal of these 316 mon to be circulated among the force as a warning to others. The Vicercy has noticed that since the outbreak of a few months ago the expenditure of the police force has increased wonderfully, and H. E. has warned the Police Taotai that he must be more economical in the use of the public funds, as money is very hard to obtain now. He has also been told to dismiss at once all those holding superfluous appointments

WEST RIVER PIRACIES. The Minister for Foreign Affairs, in Peking has been informed that many piracies have occurred lately on the West River, and he fears patrol of the river by foreign gunboats. He has ordered the Viceroy to take the most stringent precautions to stop these piracies and to do all in his power to prevent the raising of a diplomatio question. He has also been requested to send to the Capital details of the steps at receipt of this disputch the Vicercy communicated its contents to Admiral Li, with whom he will hold a conference shortly.

The soldiers belonging to the Kong Po camp arrested two private gaublers at the Tip Kow village. They were taken before the Nam Hoi Magistrate, and in their ovidence they said they were not professional gamblers, but merely sliop fokis having an impocent game. As no money was found on them the magistrate believed their tale, and on a person offering to act as their surety he dismissed them. One of the native papers strongly resents this action of the magistrate remarking that it will create a bad precedent and that other gamblers will take ad vantage of it for the purpose of breaking the Weather permitting, the s.s. Hewigshan will lav. A far different occurrence has lately taken place at Sam Chuen, near Fatshan. The natives of this place are said to be "exceedingly florce," and in defiance of the authorities have dared to open ten gambling houses. The authorities were afraid to interfere, and as may be imagine l tures from Macao on Sunday, Sai In at 7.30 | the gambling dens throve exceedingly. A newly a.m. and 6 p.m. and Heungshan at 5 p.m. Pas- appointed military captain in charge of a comsengers leaving here, on Saturday have the pany stationed nearby thought he would imoption of returning from Micao at any of the prove matters and shut up these gaming houses. Knowing the character of the people he had to deal with be first disguised his soldiers as peasants and led them against the village. The villagers were quick to discover the nature of dee beared been "stangard to be miner along ensued, the only result of which was that three gamblers were taken prisoner. Considering that | main points. this village is not much more than ten miles by rail from Cunton it gives one a good idea of

GUARD-HOAT ATTACKED.

A well armed and manned guard-boit has been attacked and looted about 40 li from the evied a tax on many of the Heung Shan re- prefectural city of the Ying Tak District. It Consuls are interested because the missing sidents and that this action is strongly resented appears that while the erew were eating their ovening meal robbers, hidden on the banks, opened fire on the boat, the commander of which and four of the crew were at once shot dead, Minister for Foreign Affairs, and M The remainder of the crew made no attempt-to sont, but dived at once into the river, where three more were fatally shot by the banditti. The boat being thus deserted, the robbers went on board and thoroughly pillaged the vessel, paying special attention to the rifles and ammunition. They then went ashore, where they Peking is becoming apprehensive of commit no act of aggression. Some days ago plundered shops, returning afterwards to their several thousand dellars.

TUET HAN BAILWAY.

Yesterday a new section of the Yuet Han Railway was declared open and the line is now ready for traffic as far as Lai Tung. There were special ceremonies for the opening, and tion regarding the opinion of naval officers about 200 specially invited guests were present, though it was noticeable that no officials were on the scene. The new section includes a tunnel one hundred and eighty yards long.

For several days plat bright sunshine has been the order of the day, and the heat has been in. tense. Last night for some time it looked as if a storm were imminent, but the clouds rolled away and nothing came, while to-day is as het as ever. The river is very high and the current stronger than usual, though luckily the streets in the Sai Kwan are not so badly flooded as they were a

THE CHIEF JUSTICE'S JOKE.

During argument in a case before the Chief Justice yesterday the Hon. Mr. Pollock contended that the Official a occiver was a receiver who received no hing, "Oh," said his Lordship, "he receives his salary from the Government."

CO.T.OF CORONATION CELEBRA: TIONS IN "THE CITY."

The cost of the Coronation festivities in the City, including the luncheon given by the Corporation to the King and Queen at Guild. hall, was considerably below the estimate. The Court of Common Council voted £22,900, but the actual cost is returned at £14,428 168. 7d. The entertainment at Guidhail to their Majesties involved an expenditure of £5,058.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

JAPAN AND RUSSIA

EXCHANGE OF MESSAGES BETWEEN THE

LONDON, August-29th,-

It is reported from St. Petersburg that the Emperor of Japan has telegraphed to the Tsar expressing satisfaction at the stablishment of a definitive agreement between the two Governments, and stating that the vessel Angora will be handed back to the Russian Government as evidence of the unalterable friendship that the Emperol of Japan feels towards Russia.

that this may og in open up the question of the Japanese Emperor for his message and Ireland. stating that he shares the sentiments which the definitive solution of all litigious questious has inspired in the mind of the Emperor of Japan. He regards the handpresent taken to stop these river robberies. On ing over of the Angera as a fresh proof of translated to Oxford. reciprocal friendship.

ANGLO-GERMAN SITUATION.

Fondon, August 29th. Sir Fairfax L. Cartwright, the British Ambassador to Vienna, has disavowed the interview in the Neue Freie Presse, which was ascribed in some quarters to him:

LATER.

The Neue Freie Press has shifted the centre of interest to the Anglo-German situation. It is widely believed in Germany that there is something like a connection between Mr. Lloyd George's speech of the 27th July and the interview which appeared in the None Freie Press and the Kaiser's reference to a further increase in the fleet.

FRANCE AND GERMANY.

LONDON, August 29th.

Frankfurter Zeitung, who is regarded as an inspired source, says that France has be assumed that she was and assent in all

The correspondent says that Moroccan ffairs are now approaching a peaceful solution, and the conclusion of negotiations within a reasonable time may be expected.

The Frankfv ter Zeitung report regarding he draft treaty is confirmed.

Herr von Kiderlin Waschter, German Cambon, French Ambassador to Berlin, will resume their meetings on Thursday.

ESPIONAGE IN ENGLAND.

London, August 29th.

A German officer mamed Schultz is charged at Plymouth with espionage. The case is being heard publicly.

The Counsel for the prosecution alleged that Schultz endeavoured to obtain informaon the result of a war with England and France against Germany and on the likelihood of war over the Moroccan question. He also endeavoured to obtain information as to the coaling arrangements and movements for the supply of ammunition in the British fleet ...

THE RAILWAY COMMISSION

LONDON, August 29th. The Railway Commission was opened

yesterday. -Mr. Williams, the secretary of the Amalgamated Society of Railway Servants, was the first witness. He detailed the working of the Conciliation Boards and emphasised the fact that arbitrations had already cost the Society about £30,000. He said that the men had great difficulty regarding the interpretation of the awards, and it had been suggested that they should go to the Courts. This the men refused to do, as they fell strongly on the subject. He affirmed that the unnecessary delay aggravated the recent situation, while one railway endeavoured to prevent the meetings. of the Board.

"DAILY PRESS" MICLUSIVE SERVICE. ANOTHER WRECK OFF THE

JAPANESE COAST Tokro, August 29th. The American steamer Hazel Dollar ran

upon the rocks off Muroran on Sunday. Efforts are being made to refloat the

THROUGH REUTER'S AGENCY

MINISTERIAL APPOINTMEN IN IRELAND.

. London, August 29th.

Mr. Redmond Barry, K.C., M.P., Attorney General for Ireland, succeeds the late Sir The Tsar has replied thanking the Simuel Walker as Lord Chancellor of

THE CHURCH.

LONDON, August 29th. Bishop Gore of Birmingham has been

SUPREME COURT.

---Tuesday, August 29th.

IN SUMMARY JURISDICTION BEFORE HIS HONOUR MR. H. H. J GOMPERTZ (PUISNE JUDGE).

AN OPTICIAN'S CLAIM.

N. Lazarus, optician, D'Aguilar, Street, cluimed : 22. from B. Lewis Paton, doctor of medecine, for goods sold and delivered. Mr. J. H. Gardiner appeared for the plaintiff, and Mr. M.

J. D. Stephens acted for the defendent. Mr. Gardiner said it was incumbent upon his friend to begin, as it was admitted that the goods had been supplied -the spectacles for which they

were suing -and the price was admitted. His Lordship-Is that so? Mr. Stephens-Yes; that is co. I don't think there is any dispute about the \$22. We have

paid 5 12 and are willing to pay the \$10 if we get. the pince-nez and the louves. His Lordship -I think it will be better if you-paid the money and brought another action .

Mr. Stephens-I don't like to part with the The Borlin correspondent of the money. I put this in a set-off. His Lordship -- Have you given notice of this

counter-claim? Mr. Stephens-We have given notice of a set-off.

Is there any reason why I should not allow it to be taken P Mr. Gardiner - I don't mind: I should like

to have the case disposed of. His Lordship .-- I will have to give judgment.

for plaintiff and will hear the counter-claim. Mr. Stephens-Having paid \$12 before the issue of the writ I come under the scale of \$10, on which there is no costs.

His Lordship-You mean costs on the writ? Mr. Stephens-I don't think he can get that,

not even a cent. His Lordship. There is no doubt about it.

After Mr. Stephens had opened, he called Mr. Martin, superintendent of the registration department of the Post Office, who spoke to's registered article baving been received from Amoy the receipt of which was acknowledged by Mr. Lazarus.

His Lordship-When is Dr. Paton likely to come back P Mr. Stophens Not for a year.

Mr. Gardiner-You won't get any further when he comes. Mr. Stephens-I suggest that the 310 should ...

be deposited here until he returns. His Lordship -- You are not afraid that Mr. Lazarus will run away ?

Mr. Stephens-No. His Lordship-Why don't you pay him the

Mr. Stephens - There is no security for the His Lordship-Your remedy may be against

the Post Office. That isas far as you can carry the case. Mr. Stephens-I suggest that the \$10 be paid

into Court, and when the defendant returns I will provo his cass. His Lordship-You can't do that. You don't think that the plaintiff will abscord

When one is dealing with professi nal men or tradesmen of standing one does not hold-Mr. Stephens - But we have sent the parcel.

Mr. Gardiner-My friend has not proved it. His Lordship-I think it would be better, if you put your client in the box.

Henry Tobias, trading as N. Lazarus, then went into the box. His Lordship pointed out that the summond

was in the name of Lazarus. Mr. Gardiner asked for permission to amend the writ, and this was granted.

Witness stated that he received a registered fetter from Dr. Paton from Amoy in June last. but it only contained two prescriptions and did not contain any pince-nez or test lens, Correspondence followed, when it was learned that these articles had not been received by the

His Lordship-I am afraid I must non-suit you on this claim. Mr. Stephens-I will bring another counter-

Mr. Gardiner asked for adjustment of costs. which was granted.

HUNGRONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present: Hou. Mr. A. W. Brewin C.M.G. (Registrar-General). Hon. Mr. E. A. Hewett, Dr. G. H. L. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ng Hon Sze, Dr. F. Clark (Medical Officer of Health), and Mr. W. Bewen Rowlands (Secretary).

TO DESTROY MOSQUITO LARVAE. The PRESIDENT submitted a minute relative

to the introduction of small fish in the waters of the Colony to destroy mesquite larvae.

The MEDICAL OFFICER OF HEALTH minuted | was quite good to drink. - I advise that a letter be addressed to the Superintendent of the Calcutta Zoological Gardens inquiring whether in his opinion either Nullcosis or Hoplochilus Panchax would survive in this climate. I see he states that report to be printed. the former do not stand cold, while the latter do not stand handling.

Dr. Fizzwilliams-I would favour not only Kowloon, but that the island pools and reservoirs be stocked. Pokfulam has a suitable part of the entering stream where breeding could take place. The Aberdeen Mills reservoir has a good stream entering, saitable for even trent breeding, and possesses the further adventage of abundant patural fooding for even large fish. The fullure of former trout oya and fry to do-

well was due I believe, only to carelessness. Hon.-Mr. HEWETT-Why not put the little greatures into all ponds and reservoirs. The Vice-President-I guther that these

fish are very minute. It so, it would not be practicable to confine them to the reservoirs, as they would escape through the screens on the outlets. This would prevent their introduction into any reservoir, the contents of which bave to be pumped, as they would find their way into the pumps. It seems to me possible that they might find their way into the distributing mains, which would be very objectionable.

The Board decided to recommend the Government to purchase a quantity of fish for experi-

mental purposes in Hougkong. PORTULAM WATER SUPPLY.

The following letter was read from the Government relative to the Pokfulam Water Supply :- " With reference to the letter from this Department of the 28th April last, I am directed to forward for the information of the Board copy of a minute by the Principal Civil Medical Officer dated 3rd ult., together with an extract from an exhaustive report from the Government Bacteriologist. A copy of the whole of this roport will be forwarded to the Board as soon as copies can be printed."

The Principal Civil Medical Officer, in his minute, stated that this was the first time that such a thorough examination of the bacteria found in a tropical water had been undertaken. It had been said that b. coli were slways present in the water here, but this investigation had disproved that statement. The object of the investigation was to discover what caused the that any marked sawage contemination the first few days after the filter had been made.

letter. The PRESIDENT said he thought the attaching of a letter was a somewhat unusual form. He had rend t, and it contained cortain criticisms which he presumed the member would bring before the Board at the meeting. It seemed to him hardly fair on the Secretary to call upon him to read a letter run. ning into three pages of what the member could, and he presumed would, bring forward at this meeting or some future meeting. The usual procedure had been to confine remarks on the covers which went round with papers to short criticisms; to questions and notes asking for further information which could be dealt with when the paper was brought before the

meeting. Dr. FITZWILLIAMS said the reason he attached the letter was because he was uncertain when he might be called away, and might not be able to attend a meeting at which a certain paper was to be discussed. Also he had seen attached, and had himself before attached, letters of some

The PRESIDENT-Minutes have been attach-

ed, not letters. Dr. FITZWILLIAMS-Then I will alter the word "letter" to "minute."

The President said he would ask members to confine themselves to as short a space as possible on the covers, and to bring the matter before the Board at the meeting when it would be fully

reported. He thought that would be more in

conformity with the ordinary rules of debate.

Dr. FITZWILLIAMS said his letter was merely preliminary to what he had to say on the report. Hon. Mr. HEWETT said he had written a great many minutes, some long and some short. He thought the present minute was perfectly in order if the word "Sir" was left out at the top, and the words "Yours faithfully" at the botton. He had had to write longer minutes than the one before the meeting to attach to

Government papers. The PRESIDENT-Then I will ask the Secretary to read this as a minute.

P.C.M.O.'s minute he thought the whole object of the report seemed to have gone astray. The object of the report was not to discover varia. tions in organisms, but to settle the question of whether the Pokfulam watershod was suitable or not suitable. He did not see, because copies of the report were not printed, that that was sufficient reason for the original not being sent of the Board that the report was made. It conducted by the Rev. A. B. Thornhill, M.

be circulated very shortly?

was agreed to.

minute; which was as follows :- I do not understand why these papers have been forwarded without a copy of the complete report, as any discussion of the matter contained in it and a'1 the conclusions drawn must be premuture. s interesting to note, however, that the authorities now admit that the Pokfulam water is contaminated with foecal matter, and that no less an authority than the P.C.M.O. considers that the night-soil coolies are dumping their bucket loads on the watershed. This is somewhat startling after the landation of this water-

shed in former efficial papers. As regards the conclusions, which appear to be the only complete section of the report to have been sent, 1 would draw attention to No. 3. The words Following is a list of the presents :-"provided that reasonable precentions are taken " stultify the whole matter at once, Reasonable precautions" never have been taken, and there does not seem any promise of improvement in the future. Clause No. shows the character of the water which is issued to a proportion (even admittedly small) of the inhabitants of the island. This issue was the cause of my remarking the following sentence in my letter of October 29th, 1910, "that the policy of inaction of the Government in this matter was a dangerous neglect of the public welfare," and was at least one of the causes of this inquiry. The suggested extenuating cir-

cumstances of clause 5 do not hold, as the water is issued "unconverted" and it only makes it the more difficult to understand how the Government could possibly accept the grave responsibilities of their dangerous course. variations in the presence of these organisms. Conclusions 7 to 15 concern themselves with Dr. Macforland's conclusions were that the faults of the filter beds, and show that they are cause of b. coli in the water was foscal con. less satisfactory in working than they might be. tamination, either by man or animals. With the The summary embedying certain new concluexception of the Pine Wood nullah intake, the mions might be put := (1) 'A small proportion of variations in the number of bacteria the population drink unfiltered contaminated were so slight that it was improbable | water (which the Government declare if treated with precautions is capable of being converted occurred. He agreed with Dr. Macfarlane into a good drinking water, but which converthat it was probable that the variations in sion they make no attempt to carry out). (2) A the water of this intake were due to the dump large proportion of the population drink this same ing of night soil. Storage in a reservoir seemed | water after a process of filtration, which process to be necessary, and it also appeared advisable these conclusions show to require imthat the water which had passed through the provement. This is the matter in the filter beds should be allowed to run to waste for shortest number of - words, and the remedy must suggest itself to anyone

Dr. Firewithians minuted-I attached a who knows that there is an alternative water supply. A watershed supplying water so impure that complicated processes are necessary to render it fit to drink should be condemned as early as possible. It is an usarrance that this will be done that is required, and it is only reasonable to hope that after such a complete exposure of existing conditions as shown by these forwarded | dishes conclusions, that something radical will be done,

and that with the least possible delay,

TRAINING OF NULLAHS. The select committee submitted a report relative to the training of mullahs: They recommended that the following works in connection with the prevention of malaria should be carried out during 1912 :- (1) The training of the stream east of No. 1 bridge, Pokfulam Road The completion of the training of the streams passing under bridges Nos. 11 and 12 Shaukiwan : (3) The small extension required in May

The following further works should be taken in hand to as great an extent as the available funds will allow :- (4) Training of the streams to the east of the Military Hospital, Bowen Road; (5) Training of the upper portions of the streams Craigmin Road, Magazine Gap; as mentioned in detail in the recent report by Colonel Bedford, P.M.O., Major Pyne, R.E., and Mr. Jack-

men, of the Public Works Department. There are numerous other streams, even within the city limits, which require attention, but the select committee states that they recognise that the above programme will absorb all the available funds and see no use, therefore, in adding any further recommendations for the

It was agreed that the report assigning \$40,000 for this work for 1912 be adopted.

, A GOLDEN WEDDING.

The following announcement has appeared in a Lendoh paper:--

RICHARDSON-PORTER. On August 6th, 1861, at Amoy, China, Thomas William Richardson to Ellen Maria Porter. Present address: 27. Roland-gardens, S. W., and Swatow, China.

Dr. FITEWILLIAMS remarked that in the WEDDING AT THE CATHEDRAL.

A pretty wedding took place at St. John's vane Cathedral yesterday afternoon when Captain Arthur Durham Waring, R.A.M.C., was married to Miss Gladys Frances Lyons Relton. There was a good congregation, mostly of mem- graph frame, bers of the R.A.M.C., and the altar and chandel were prettily decorated with white lilies, ferns down to the Board. It was at the instigation and palms The service, which was choral, was seemed to him poor constlation, if a man was assisted by the Rev. W. H. Foster-Pegg, C.F., dying of typhoid, to know that on Tuesdays, Mr. Denman Fuller presiding at the organ, Fridays and Saturdays the water in Poktulam | The bride, who was given away by her brother, was becomingly attired in a dress of soft ivory Hon. Mr. HEWETT Is this report going to satiu veiled with ninou, the pointed tonlo and underskirt being embroidered in a hand-The PRESIDENT-I have no information on some floral design, the same design appearing the subject at present. Lunderstand there is a on the kimono bodice. The court train was of the same satin as the dress, lined with mousso-Hon, Mr. HEWETT stated that until members | leine and edged with soft bourlonces of pinon saw the full report they could not express an and trimmed down the side with trails of ninen opinion on the subject. But having lived at roses, finishing at the foot with a large true "Craig Ryrio" for about four years he knew lover's knot, entwined with orange blessoms. perfectly well that a great amount of excreta | She carried a shower bouquet of tube reses and matter was fired down the gully. He main- lilies. The bridesmaids, Misses Elsia and tained that Pokfulem ought no longer to be use ! Beryl Harston, were soft white satin dresses as one of our water supplies, and moved that the made in water Greenaway style, with Government be asked to furnish the Board with lace caps. They carried crooks with bunches ! a copy of the full report as seen as possible. o' red flowers tied with the R.A.M.C. colours cloth Dr. Firzwilliams seconded, and the motion Mrs. Harston wore a dress of cream net. The bridegroom was attended by Captain H. Mar'an The SECRETARY then read Dr. Fitzwilliams' Perry, R.A MC., who noted as best man. The first hyun sung was "Love divine, all love excelling," and the second was "O perfect love." The newly married couple left the church to the strains of Mendelssobn's Wedding March. passing under an arch of steel, the brother officers of the bridegroom lining the aislo with crossed swords. A reception was afterwards held at the residence of Dr. and Mrs Harston, 64, The Peak, where the happy couple received the congratulations of many friends. The honoymoon is to be spont in Japan. The bride's going-away dress was of time Franch lawn hand-embroidered and trimmed with fine tucks and face insertions. She wore a block orinoline hat with a crown of pink roses.

Bridegroom to Bride, gold and jade necklace, jude brooch, gold belt clasps Bride to Briderroom, fitted dressing onse, go o studs and sleeve links with crest, silver eigenstte

Bridegroom's Mother, silver plate Bride's Mother, cheque, silver cigarette box, gipsy kettle, blackwood tea table and set of tea

forks and fitt d dressing case Miss Waring, eilver eigarette case and afternoon tea cloth Mr and Mrs Porter Harris, silver spoons Mrs F. H. Relton, "Attache" case

Misses Lucy and Adela Relton, silver spoons Miss Bertha and Ethel Relton, siver cruet set and toast rack Mr and Mrs Kenneth Austin, chequo Mr Trever Relian, silver coffee pot

Mr Gerald Relion, silver flower vares Maids and Gardener at "Charleville," silver Are Dean and family, silver grape scissors Martha Provest, fitted work-basket

Mrs. Evengelin. Honeywill, silver card case Miss Honeywill. Prayer Book Mrs E. J. Kronenberger and Mrs. T. Wilson, afternoon tea cloth

Roy, and Mrs J. Rudge Wilson, silver gilt and enamelled spoons Mr and Mrs Henry Allan, amothyst and

supphire necklace Mis es May and Lily Allan, silver knives Mr and Mrs H. Percival Allan, silver mus-

Mrs Robert Allon, silver cruet sets Miss Gartrude Allen, silver tea caddy and

Miss Kitty Allen, silver mounted vases Mr E. R. and Miss Arhton, silver spoons Dr J. C. Dalmaho Allen and Dr Gerald Fitzwilliams, silver knives Mr and Mrs W. Armstrong, silver photo-

Mejor-General and Mrs C. A. Anterson siver o garette box Mr D. Arthur, I.M.S., damascene oigarette

Mr A. B. Barnold, pearl pendant. Mr and Mrs T. Burder Batchelor, fitted hand. Rev. and Mrs A. W. Bedford, silver bonbon

Mr and Mrs W. F. Branston, enamelled brooch and buttons Mi a Violet Brown, lace handkerchief

Mr and Mrs T. G. C. Browne, silver cake, Mr and Mrs G. H. Burnett and Miss Burnett.

Mr and Mr. J. Tobin Bush, cushion covers Mr T. G. H. Brayfield, thormos flask

Hitchcock; silver liqueur glasses and stand Colonel Bedford, C.M.G., and Officers R. A. M. C., silver cigar box

Mr Cretio Blaker and Mr Allan, silver batter dish and knife Mr and Mrs H. F. Bowen, coffee cups and

Mr G G. Coulter, silver tes service Lieut. Colonel and Mrs Chamier, carved

painted dovl-ys Mr and Mrs T. K. Crossfield, silver pho

Mr and Mrs Danby, embroidered sofa cushion Mr and Mrs Dowley, china howl on stand Mr and Mrs. D. S. Dodgson, silver dragon menu holders

Mr and Mrs Dennys, coffee cups and saucers

Mr and Mrs H. O. Ellis, silver spoons Miss Edwards and Mr Aston, R.E., Jap. ancen talle Mr T. J. Fisher and Mr J. H. Little, silver Sir Joseph and Lady Fayrer, silver travelling

Madama Gautier, fan Mr and Mrs A. C. F. Gore, afternoon tea

Mr and Mrs Grant-Wilson, silver photo-Mr and Mrs George Green, fountain pen Mr. and Mrs E. F. Grundy, silver fruit Mr and Mrs C Gripper and Miss Gripper

travelling clock-

Mr Gell, silver cigarette case

Mrs Grant Smith, satsuma vaso Mr Gausden, silver flower vases r and Mrs A. E. Griffin, Japanese brass

Captain and Mr. Guthrie, blackwood cake Miss Hellicar, jewel case

Mr. and Mrs Sydney Hardy, silver photo Mrs Arthur Harding, sachet Miss Agatha Headlam, parasol ...

Mr and Mrs Albert Hicks, silver frui Drand Mr. G.M. Harston, silver sance boat-Lieut. C lonel and Mrs Leonard Hamilton,

drawn-throad to cloths Mr F. A. Hazeland, gold brooch Me and Mes Hornby, silver bonbon dish-Miss Ironside, coffee-making mad-ine Mr Peilin Jacks, eilvo mounted ash tray De and Mrs Jordan, satsuma vase Dr and Mrs Willoughby Lyle, writing care

Mr and Mrs H. M. Lambert, cliving and pearl racelet, silver and enamel teaspoons Major and Mrs Alan I. Lean, silver rose bow Mis Me sor water-golour drawing Mr and Mrs Gule Voore, sandwich cases Rev. A. C. Mirston, R. N., and Rov. W.

H.F. stor Pegg, C.F., silver cher lighters Mr and Mis Robert M. cGregor, drawn thread

Me and Mrs William Nicholson, folding tra-The Materia and Nursing Staff Q A I M.N.S., silver entree dish

Mr L. C. N. il-on, Mr Tapp and Mr N. G. Walker, hi okwood to pove Mr and Mrs Environment Oldrey, afternoon ten

Mr and Mek II. Herbert Pain, silver fitted no dlework ouse Mr Piera Perdengue, silver spoons M a Leslie Patter, attornoon toa cloth

M.c and Mes J. Powell, turquoise necklace Mr and Mrs W. T. Price, silver photograph Mr and Mrs H. J. Purchas, water colour

My and Mrs. W. L. Pattendon, silver toast

Mr and Mrs E. Burns Pye, silver butter-Major and Mrs W. M. Pyne, silver bonbon Mr and Mrs H. R. Phelips, silver-mounte

Mr and Mrs Hutton Potts, embroidered ten Mr and Mrs Arthur Quicke, photograph

Mr Honri and Mr. Pierre Rey, silver fruit Miss E. Ross, blackwood stand Mr and Mrs F. Schooling, o'd Sheffield plate Mas Schooling, fitted hand-bag Mrand Mrs E. J. Spit a, silver butter knife

Misses Spirts, silver tokk fork *Lieut.-Col nel H. D. Stacpole, silver eigarette Captain and Mrs St. Clair, silver servicte

Mr and Mrs Newton J. Stabb, silver Bride's Father, cheque, silver fish knives and photograph frame Dr and Mrs Stedman, coffee cups and saucers Mr and Mrs J. C. Taylor, pendant

Mr and Mrs T. S. Yow end, silver inkstand Mr and Miss Tweedle, dinner centre Mr and Mrs W. E. Tibbs, book Captain P. H. M. Tatlor, silver honbon dishes Rev and hars A. B. Thornhill, blackwood

opium stool Captain and Mrs Aubrey J. Thompson, coffee

Mr and Mrs J. E. Walker, silver flower vases Mr and Mrs Ward, eliver pen tray Mr and Mrs T. M. Warrall, silver purso Mr Wilson (Mexico), cheque Lie t. Colonel and Mrs Wrigley, silvermounted cigar and cigarette boxes

Mr and Mrs David Wood, drawn-thread tea Mr C. Willson, ivory paper knife Mr and Mrs Edgar Watts, bonbon dishes Mr and Mrs H. M. Webb, blackwood flower

Mr C D. Wilkinson, silver candlesticks O's, N. C's, and Men 27th Company R. A. M. C., silver flower vase

CIRCULATION OF MACAO BANK NOTES IN HONGKONG. INTERESTING CASE AT THE

MAGISTRACY

An interesting case came on for hearing before Mr. F. A. Haz-land at the Magistracy yesterday afternoon when Mr. Arratoon V. Apcar was summoned for circulating bank notes pay-

able to bearer on demand without the permission of the Secretary of State for the Colonies. Mr. F. B. L. Bowley appeared for the Crown,

and defendant was represented by Mr. M. Reader Harris (of Messra, Wilkinson & G. ist).

Mr. Bowley, in opening, said the defendant was charged with unlawfully issuing and circulating in the Colony bank notes. He imagined that in every civilised country the circulation of bank notes was controlled Captain and Mrs Bell and Mr and Mrs by Government; that was to say, it was not permissible for any person to issue or circulate bank notes unless that person had permission The Hishop of Victoria and Mrs Lander, from the proper authority. In England the is-no of bank notes was given to the Bank of Eugland and ther banks which took out a licence from the Inland Rovenne Department In Hongkong bank notes were regulated bythe irregular issue of notes did not the revenue. Defendant carried on the business or a merchant and commission agent in Hongkong funder the style of Arratoon V. Apear & Co., at 14, Des Voeux Road Central. The entrance to his place of business was up a narrow

he took it over from Messrs. Ribeiro & Co. Mr. out intentionally. B wley said he proposed to refer to two letters

were brought into the Colony Apear & Co. as agents for the Ultramarino Bank, would convert those notes into local currency. Of course there was no objection to their doing that, but by the letter read they admitted that the circuletion was illegal and said that they would not .. circulate the notes in the Colony.

Control of the second

were surprised to hear it. We had not heard it of obtaining an injunction, ____

circulation was illegal and that they would not | was taken and the hearing adjourned. continue to circulate them. The Government had no wish to do anything other than to STATUE OF LIBELTY IN DANGER. Mr and Mrs. E. Royer Owen, destert knives facilitate a free exchange of trade and visitors between this Colony and Macao, It was of course necessary that a number of the e notes. should come into the Colony, but in view of the and sir. fact that no possible control could be exercised over them and of the fact that the number of these notes in circulation was detrimental to the revenue of the Colony, on Miscovering that the defendant was re-issuing them a summons was taken out.

His Worship-You say the defendant was actually issuing these notes himself? Mr. Bowley said they were is ued in his office, and he should say with his knowledge and consent. After the summons was issued the defendant's solicitors wrote to the Colonial Secretary setting out the facts. They said the defendant received the notes, cashed them, and sont them back to Macao, and when he was in a position to do so he exchanged Portuguese notes for local currency. He was quite willing to admit the accuracy of a good deal of the statement in that letter, and as he had already made it perfectly clear, the Government had no objection to defendant cashing Portuguese bank notes in his agency and remitting them as he was

instructed to do by his principals to Macuo; but on the morning of the 23rd August a Chinese detective went to the agency, produced a \$100° Hengkong or Chartered Bank note and asked the clerk behind the counter for ten \$10 Macao bank notes. The clerk did not enquire whether the detective intended to visit Macao and to pay his hotel bill with the money or to indulge in BEST :a small flatter, but without a word went into the mana er's room; brought out ten Macao notes, and handed them over in exchange for the Hongkong bank note. On the following day Inspector Watt went to the agency of the Bank, and when accosted by the clerk behind the counter produced a \$5 Chartered Pank note and asked \ the clerk to give him five Portuguese bank notes for it. The Inspector would tell his Worship that the clark cent into the manager's room returned with the notes, and handed them to him. Inspector Watt then said he would like to see the manager, went into his room, and had some conversation with him. During that time the clerk who handed Mr. Watt the notes was seen by the Inspector to put a bundle of Macao notes in the safe opposite the manager's chair. On that evidence Mr. Bowley submitted that the defendant was issuing bank notes on the Portuguese bank in breach of his promise

and in defiance of the law. Mr. Harris stated that before evidence was ca led he would like to raise the question of jurisdiction. He submitted to his Worship that his powers were limited as stated in the various Ordinauces in force in the Culony, the first Class. J. Gaup) and principal of which was the Magistrates' Ordinance of 1890, which dealt solely with two kinds of offences, and these two kinds were indictable offences and offences punishable

summarily or by summary conviction. Mr. Bowley said it might save time if he said he regarded this as an indictable offence.

Mr. Harris referred his Worship to section 62 of the Magistrates' Ordinance. He submitted it was perfectly clear in this case that the wording of the Ordinance was that it shall not be lawful to do a certain thing. His Worship had no power to fine or imprison. 1 did not say he had in the Ordinance the charge was brought under, and Mr. Harris challenged his friend to produce any other Ordinance. He submitted that his Worship was not authorised Ordinance, and it was illegal for any bank, or empowered to commit the defendant without permission from the Secretary of State, for trial, because there was nothing in the Lieut. Colonel and Mrs C. T Caulfield, hand- to issue bank notes. Another condition of the Ordinance authorising him to do this. Section restrictions was the stamp tax payable, and 80 simply gave his Worship power to deal with indictable offences which were mentioned in the. Colonel Close and Officers R.E., silver cake | only affect the mercantile community, but also | Magistrates' Ordinance. In this case the defendant merely did what was unlawful in the same way as one man made a bet of five dollars with

> Mr. Bowley-Is it unlawful to bet a manfive dollars?

lan between two buildings, and at the corner Mr. Harris-Certainly, you try to sue him of the lane there was the defendant's signboard for it! Proceeding, he submitted that there in English and Chinese. Immediately below was a great distinction between an unlawful that was a sign in Portuguese and Chinese stat act and an offence, and he would prefer his ing that the defendant held the agency of the Worship to decide this point, because he had Nacional l'a k of Portugal. He had been agent | never before found an Ordinance with this | DRESSING CASES with for that bank since about September, 1909, when provision in it, and submitted that it was left

Mr. Bowley said his Worship was well which passed between the Colonial Secretary and aware that the jurisdiction of a Magisthe defendant shortly after he took over trate in Hongkong was very much larger to agency. The first, from the Colonial than the jurisdiction of a Magistrate Secretary on October 29th; 1909, to Arration in England. There was nothing so far as he V. Arear & Co., read: "I am directed to invite knew- similar in England to the jurisdiction

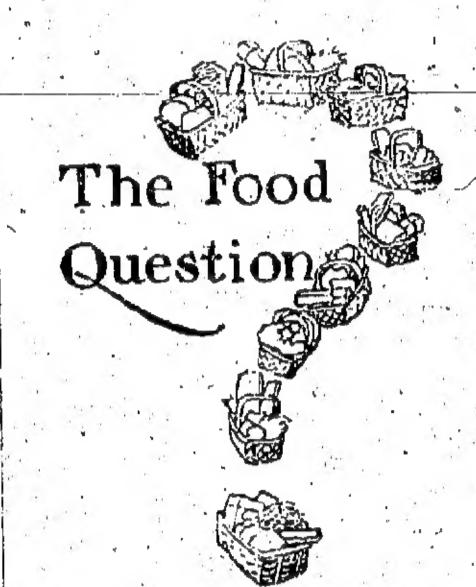
your attention to the fact that the circulation given to Magistrates in this Colony by the of notes of the Bank Ultramarine in this Colony | Magistrates Ordinarice. He submitted that the is illegal, and to request you to at once desist | words "treason, felony, indictable misdemeanour from circulating them." On the following day or other indictable offence" included every

the defendant replied as follows: "I begi to possible kind of offence known to the law except acknowledge receipt of your letter calling atten- such as were specifically defined to be summary tion to the fact that the circulation of notes of offences, but the definition of indictable offence the Ultramarino Bank is illegal, of which we did not seem to help them at all. He had often were not sware. In reply we beg to inform you | tried to put some meaning to that definition that we shall not circulate any of these notes. but had been unable to do so He There, are, however, a number of the submitted that under rection 62 of notes coming daily from Maçao, and our the Magistrates' Ordinance this Court had firm honours them on presentation." power to hear any offence in respect of which That was to say, that when Portuguese notes | an indictment would lie and if he satisfied his Worship that an indictment would lie then he submitted that the Court had power to issue a summons. When the legislature prohibited au act disobedience of the prohibition constituted an indictable offence:

Mr. Harris said he thought it was admitted that the Ordinance was framed on the Bank Mr. Harris -I must object to that statement. | Charter Act, and that Act said-no person-shall We said we learned from the Colonial Secret- issue. He submitted that it was omitted not to ary's letter that their circulation was illegaland | make it a criminal offence, but with the idea

His Worship intimated that he would like to Mr. Bowley said the defendants admitted that hear further argument on the point, and evidence

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That the Committee be and they are herebyauthorised to raise a sum of money as may be decided upon and for the purpose of securing the same to issue debentures bearing interest at 6 per cent, per annum and charged upon the undertaking and general assets of the Company, to be in such form and to contain such provisions as the Committee may deem expedient. Dated this 19th day of August, 1911.

By Order. --- G. CLOSE, Lt. Col., R.E., Hon. Secretary. Hongkong, 22nd August, 1911.

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OTICE IS HEREBY GIVEN that Creditors of the above. Estate are requested to send in particulars of their respective Claims against the same to the Undersigned on or before the 21st day of September, 1911, after which all further Claims will be excluded. Creditors, failing to send in their Claims in time, do so at heir own Risk.

CHOA CHOO MOON. Agent for CHOA LIM SZE, Administratrix of the above Estate, No. 36, D'Aguilar Street, Hongkong, Hongkong, 21st August, 1911.

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Optional Cargo will be carried on unless notice to the contrary be given To-DAY. All Claims must be presented within ten days of the steamer's arrival hero, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all-Goods remaining

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Hongkong Office,

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

Hongkong, 25th August, 1911.

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vessel are hereby informed that their goods are

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Godowns.

THE PERSON

date they cannot be recognised. No Chims will be admitted after the Goods have left the E. A. HEWETT, Superintendent.

Hongkong, 25th August. 1911.

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of the body and, at the same time, improving tigate the circumstances surrounding the strandthe condition of the blood, Sanntogen tones up ing of the vessel off Shirahama on the morning the system as a key winds up a watch, and of the 27th ultime. Mr. Thos. Harrington, Viceimparts a sense of keen fitness for physical Consul General, was President of the Court, and exertion and a vigorous mental alertness so that | with him were Captain Robt. David Owen, one feels able to do anything.

ogen's power of giving tone. Dr. G. Quirico, Physician to H.M. the King and in convaloscence after long illnesses. I C.P.R. Company and the Captain, Mr. W. T.

It is noteworthy that in convalescence, after long illness, this feeling of "floppiness." is | witness. He stated that the Empress of China particularly prevalent, and, as the King of left Vancouver for Yokohama on July 14th, and Italy's physici in points out, Sanatogen is sighted the coast of Japan on the morning of markedly useful at this time.

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THE ACCIDENT TO THE "EMPRESS OF CHINA."

NAVAL COURT OF INQUIRY.

DECISION OF THE COURT—CAPTAIN AND OFFICERS EXONERATED.

At the request of Captain Archibald, the commander of the C.P.R steamer Empress of China, a Court of Inquiry was held this morning at the By noting on the nervous and physical sides | British Consulate-General, Yokohama, to invesne feels-able to do anything.

Master of the British steamer Ajox, and Captain

Hundreds of doctors have testified to Sanat- Godfrey John Caldwell, Master of the British

steamer Socotra. Mr. R. Boulter, of the Consulate-General, of Italy, says :- "I have used Sanatogen with was Clerk of the Court. Mr. N. W. McIvor market benefit in the case of weakly children, watched the proceedings on behalf of the consider the preparation a most excellent tonic. Payne, General Agent for Japan and China, being also present.

Captain Archibald, R.N.R. was the first the 26th. The ship experienced fine weather seroes the Pacific until the coast of Japan was reached, when the weather became unsettled. At 4 a.m. on the 26th the wind was S.E. and moderate, the glass standing at 29.65 and falling rapidly. At 6 o'clock the wind and sea had increased owing to a moderate Island, about 5 miles off, but at

gale. He was then steering to make Klukwa-7.45 the weather became worse, blowing a fresh gale. There was a very high sea, with all indications of an approaching typhoon. He decided to slow the ship down and haul her off land, and head away to the Eastward. He set the course at S. 66 E., bringing the wind and sea about two points on the starboard bow. The ship was going only about 4 knots, owing to the heavy sea, but made very good weather. At a.m. the wind dropped to a calm, and shortly afterwards freshened up to the South-west, with a very high confused sea. After an hour or a the weather began to improve, and the glas started to rise. As the sea decreased he brought the ship back to a Southwesterly course. At noon the weather cleared and he increased the speed to 11 knots and obtained the latitude. At 4.50 p.m. on the 26th he sighted the peak at Kinkwasan Island, bearing N. 53 West, distant about 25 miles. At 2.50 he got sights and fixed the ship's position 37 degrees 49 miles North and 142 degrees 2 miles East. He then set the course for Innboyesaki, to pass it about five miles off, It was at that time distant about 135 miles. At 10.50 on the 26th of July he sighted Inuboyesaki light, bearing South 38 West. At midnight it was abeam, and distant 3 miles bearing North 62 deg. West. At 4.00 a.m. on the 27th the Obief Officer, Fourth Officer and himself were on the bridge, the weather then being moderate, overcast and somewhat hazy. They could see to a distance of about 7 to 8 miles. He tried to get a dipping bearing off Innboyesaki, but could not do it, because it was only 7 or 8 miles off. There was apparently no set at that time. He expected to see Nojima light before daylight, but at 5.30 ran into fog. He slowed the ship to half speed and kept the whistle going. This proved to

fog bank, -which cleared in a short time, There seemed to be bad patches of fog which haze. would clear up in a short time. At 5.55 the lead was cast, but no bottom was touched, the water being 200 fathoms at least. Having | sa's course. steered a broad course from Inuboyesaki at 6.20 he reckoned the ship to be 15 miles south west of Nojima Lighthouse. Not having heard the explosive signal on Nojima, which is supposed to be given every ten minutes in thick weather, he concluded that the vessel was well to the south, and outside of the sound radius. He now altered the course to N 7 West true, a good wide course which would

leave the ship well clear of Mera Ledge, Suno-

saki Point, and bring Tsurugi or Sagami lighthouse shead. From that position they would be about 29 miles off. Soon after altering the course to N 7 West the ship ran into another fog bank, and he then slowed down-the vessel was going at one half speed before-and at 6.15 witness sent the Fourth Officer aft to take soundings. Five minutes after the Fourth Officer rang up on the telegraph, which indicated to those on the bridge that he had sounded, but before the Officer could recover the lead, find out the depth, the ship struck. Proceeding,

witness said: "We found out afterwards that

this supposed for bank was not fog, but smokefrom the shore caused by the villagers all along the coast burning seaweed for extracting iodine. This work is carried on during the summer months. The smoke is quite white, and more like vapour and is very deceptive, covering the whole of the outline of everything down to the water's edge. It gives one a false impressionthat you could see much further than is really the case. At 5.35 I myself observed broken water right ahead. I immediately stopped and reversed engines full speed astern, but the ship grounded within a minute. I gave orders to

close all water-right doors and at lowered boats, and sounded the ship fore and aft. I found she was making water, but to no great extent. The first soundings I got were -Fore hold, 18 inches; main hold, 36 inches reserve bunker, 38 inches; after-hold 5 feet: The fishermen came off alongside in big boats. It was still foggy, but clearing a little, enabling one to see the nearest rocks, and I concluded that the safest way to land the passengers was by these boats, as their local knowlegde was all important on account of the swell and the intricate passage to land. All the passengers with their baggage were landed by 9 a.m. The fog did not clear until fully two hours after the ship stranded, so we were uncertain as to our position until it cleared sufficiently to see Nojima lighthouse. That would about 8.00 o'clock. We found that the ship had stranded on the main coast line 12 miles

east of Nojims lighthouse. The course steered from Incuboyesaki should have taken the ship well clear of all danger. I can only account for the accident by an abnormal set, the extent and existence of which I had no means of knowing. After several days at Shirahama I interviewed the lighthouse-keeper at Nojima, the Mayor of the village being

The Court: Did you see this yourself? -No; I had it interpreted. I have a letter signed by the keeper and the Mayor of the village, but unfortunately have not got it with me, having come away in a hurry. The keeper said his orders were to knock off the signal when the fairway was clear.

present. He showed me his log, and his entry

was that he knocked off firing the signals at 6

The Court:—It is perhaps not necessary to go into the orders to the keeper. Did You at any time after sighting Kinkosan and Inuboyesaki-that is between these two points-notice any exceptional current?-No. She set in one mile only. There was no exceptional current

land?-Inuboyesaki was the last.

Otherwise in the intervals of the fog, what sort of light was there? -Fairly clear, but hazy at times. We could see seven or eight miles.

You ran into the first fog at 5.30 a.m.?-Yes. Where were you then seconding to your estimate of your position? - Witness here inlicated the position on the chart. The Court: In fact, you must have been out

of your course before you ran into the fog?— Yes, - We were about 12 miles south of Nojima when we first ran into the for. When you were actually in the fog, what was the speed? - We were going one-half speed-

about ten knots. And when we slowed down, about 7 or 8 knots. In the intervals of the fog, were there any indications of land ?-No. none at all. And in the intervals of the fog there were no

indications of the light?-No, if I had seen light it would have been all right. You saw no light of any description. What time was daybreak ?- About 5 o'clock. I should have seen the light about 4.20. It is a very hard light to see.

When you altered your course to N. 7 W. were you then in the fog?-Yes, but it was not so

At the actual moment of striking, what was your course?-The same. It was never altered. How often did you sound?-Twice only. You found no bottom until about forty minutes before you struck?-We found no bottom at all

the first sounding. How far would you travel in that forty minutes?-Going half-speed I should say about

You had a look-out man the whole time?-

Did he make any report ?-No. At the time you saw the breakers did he make any report ?-No. I saw the breakers myseli Atleast, I did not hear him make any report. How many voyages have you made around hat point ? - A couple of hundred.

Have you ever found yourself out of your course under similar circumstances ?-No. The only time was one time when I was coming in from the sea I found only a little inset. At that time I was going at half-speed and slow.

Before you changed your position, who worked out the course?-I worked it out, and then the Chief Officer worked it out, but there was practically no difference.

Was there any difference?-No difference, Have you any sailing directions? -Yes.

What do they say about ourrents? - The ourrents depend on the wind and strength of the weather. We generally give it a very wide course-a good wide berth.

In working the thing up in your mind afterwards, where do you think the main effect of the current struck ?- I think theeff ect of the current was first felt probably as soon as we got past Inuboyesaki. The current came directly from the south-west.

Then you must have passed close to Katsurawan?-Yes, very close, within three or four And yet no indications of land?-No indica-

Was the course you took, or endeavoured to take, the recognized bad weather course?-I should say it was the very outside course Outside of what I have been used to steering Because it was not what I should call a clear night. There was a certain amount of fog and

Then in your opinion you steered not only a sale but an extra safe course?-Yes, an extra

How for do you think you were off land when you saw the breakers ?-It is difficult to say, as the white smoke was deceptive. But I should say not more than a cable off

You were on watch from about 4 o'clock?was on watch all night On the trip from Vancouver, did you find the

ship all right?—Yes. How were the compasses? Any trouble?-No trouble.

When were they last tested ?-At Hongkong, about two years ago. But we often swing ship Have you had any previous accidents ?-Only one, the ship ranning on Haimashima, in the

Inland Sea. But a pilot was in charge of the ship at the time; I was in bed. The soundings you took were at an interval of 35 minutes. Is that the usual interval in case of doubt .- We had reason to think we were far away from land. The last sounding showed no bottom. We did not have reason to

After leaving Innboyesaki, how many times did you change your course ?-Seven times. No soundings taken off Katsurawan, - No.

think we were near in, but still I took another

OUTSIDE EVIDENCE AS TO THE CURRENTS. Captain Connor a well-known shipmaster on the Japan coast, was the next witness called. Being asked by the Court for his experience as to the currents on the Japanese coast he said :---"I have sailed on the coast between Shanghai. Yokohama and Hakodate twenty-eight years. have many times found very erratic currents after storms, and I have never been able to locate anything steady in them. The make-up wind previous to a storm coming from different directions have different sets and currents. After storms I have gone out of different ports and set a course to make allowance over what I believed to be the set of the current, and I have found that I made my allowance the wrong way. My experience on the coast is that it is impossible to tell what currents you are going to meet after

eterm. On one occasion coming from Hakodate in the Satsuma-maru, after passing Innboyesaki, three miles off, I steered a course to go five miles outside of Nojima, and ultimately found myself alongside the beach at Kalsurawan. In thick weather I should have gone ashore. I have passed Rock Island, and set a course over eight miles outside of Kishu, Oshima, and found the ship 35 miles to the North-east, alongside. Shingo Beach. The ship's compasses were correct and I was on the bridge most of the time to see that the course was steered properly. I found the same thing of other side between Nagasaki and

Shanghai. What would be an ordinarily strong current passing Nojima?-I have seen it go at least five

more to the East or from South to North?-You can never tell.

master shippers here that this is a dangerous point for currents?-Not particularly. Not more than elsewhere on the coast of Japan. But it is very misleading, because it runs in any direction. Witness added that he had at times met practically fair currents at this point. EVIDENCE OF OTHER OFFICERS.

Mr. A. O. Cooper, the Chief Officer, who was on watch at the time-the vessel stranded. said he could corroborate exactly the whole statement just made by Captain Archibald. At about 5.30 the ship ran into a thick bank of

After sighting Inuboyesaki, did, you sight | fog, and it was impossible to see the land. He worked out the course, which he considered an Was that because the land was too far off, or outside one. From the time the vessel ran into was it formy?-It was too far off. I was steering the fog-bank she did not steam at more than from Inuboyesaki 11 miles off, through Katsu- | half-speed. He had sailed on the coast for some time, but had not found anything special in the. currents when near the court to drive the ship out of its course.

Evidence was also given by Mr. Parkington (Fourth Officer), Mr. 1 amb (Second Engineer), A. Montedore (Third Engineer), and Macmillan (quartermaster) and Robt. Rendich (look-outman). Mr. Lamb produced the log from the engine-room, which showed that on the morning of the accident the entries were: - 530, Halfspeed; 5.31, slow; 6.00, half-speed; 6.30, slow; and 6.35, stop, full-speed astern.

THE BIGNALS AT NOJIMA LIGHTHOUSE. Captain Connor was later recalled, and in roply

to a question by Mr. McIvor, who called attention to the statement of Captain Archibald that signals from the Nojima Lighthouse ceased early in the morning, said they were supposed to be given at stated intervals when fog prevailed and when it was difficult to make land without danger."

-Mr. McIvor: You know from the chart about how far the region of the signal should have been from the accident?

Witness: I know from Captain Archibald's statement it was only a mile and a quarter, If the signal had been given, it would have been heard?-Undoubtedly.

We have testimony that the signal actually stopped at six c'clock? It is customary to stop at that time?-It depends upon the weather. It should have been fired all day if the weather remained foggy.

For what purpose is this signal fired ?-It is to guide the ship-to warn people it is a light. house point. You can easily pass this place in thick weather on hearing the signal.

From what you have heard in the testimony given as to condition of fog, etc., would you have expected to have heard that signal? - Undoubtedly. It is most extraordinary it was not going, seeing Captain Archibald could not see a cable's length from the ship.

Captain Archibald was also recalled, and after giving some details as to the course set on the morning of the accident, stated that he did not hear the fog signal at Nojima.

The Court: Do you feel if the signals had gone off even at a distance you would have heard them?-I thinks. If they had given a signal at 6.30 I would have heard, and it would have saved the situation.

Mr. McIvor: In your testimony, Captain Archibald, you state that at the time the vessel struck there was a fog.

Witness: There was an appearance of fog. It was not really a fog, but white vapour. Mr. McIvor: I wanted the Court to understand this point—that while there was no fog

there was the appearance of a fog. Chief Officer Cooper, recalled, said he did not hear any signal on the morning of the accident. If for signals had been sent up from Notime, he would surely have heard them

Mr. McIvorasked the indulgence of the Court to make a statement He had in his possession two letters which would substantiate what had been said in Court regarding the cause of the accident. As had been shown in evidence, the accident was caused not by any negligence on the part of the officers of the ship and not by any current that might have been known to exist, but by some abnormal condition of the water caused by the storm of the previous day. One letter was written by Captain Valentini of the P. & O. Oriental, in the form of a report to the U.S. Weather Bureau at Washington, and the other was from the Captain of one of the French mail boats; both writers had experienced unusual currents at the same place at about the

The President pointed out, however, that a letter could not be taken as evidence and read in Court, but could be laid before the Court for

inspection. Mr. McIvor: I would like the Court to

read them. The President: I think they might be taken in the same way as the charts; etc. Mr. McIvor: Just so. They have not been

secured for use by the Court, but the evidence given thereon is important. This concluded the proceedings, and the Court adjourned to 3.30. THE FINDING AND ORDER.

On the Court re-assembing, the President read the following finding:-"Finding and Order of a Naval Court held istence of which the Master had no knowledge at the British Consulate-General, Yokohama, and no means of knowing, and to the mistiness

on the 17th day of August, 1911, to investigate and obscurity which left him in ignorance of the circumstances attending the strauding off Nojima, on the 27th day of July, 1911, of the British Steamship Empress of China. of London, Official Number 98953, while on a voyage to Yokohama, and the cause of such stranding, and to inquire into the conduct of the master, certificated officers and crew of the said

"It appears from the evidence given before the Court that this vessel sailed from Vancouver on or about the 14th day of July, 1911, bound for Yokohama (on the way to Hongkong). with general cargo and mails and a crew of 242 hands all told, as well as 181 passengers,

"That Inuboyesaki was passed about midnight on July 26th after heavy weather approaching typhoon force earlier in the day. That after passing Inuboyesaki a proper course was set to continue the journey past the land at Katsuura. That the said course and the subsequent changes of course to the time of stranding were such as to constitute a more than ordinarily safe track along the coast. That the calculated position of the vessel at the moment of striking worked ont according to the records in the log-book and the evidence of the Master and the First Mate as to the course was about 18 miles to sea from her actual position on the rocks at Nojima. That subsequent to losing sight of the light at Inub yesaki no light was seen till after the vessel struck, nor was any light seen

"That the Master and Officers of the watch knew of the existence of explosive fog-signals at Nojima, that neither they nor the look out, nor the Quartermaster at the the wheel, heard any sound thereof, and that they had consequently no warning from this source as to their proximity to land. That the early hours of July 27th were foggy at intervals. and that besides the fog at sea a bank of dense smoke or mist envelored the land into the appearance of another bank of fog.

That the shore along this part of Japan is subject to varying and uncertain currents Can you say whether such a current would be subject to sudden and severe changes after a strong storm such as it is a matter of common knowledge to the Court occurred with Is it a matter of common knowledge among exceptional violence off that coast of Japan on the 26th July. "That the Empress of China was well found

and officered; the watch properly set, and every precaution taken in speed, sounding look-out, etc., that seamanship could suggest. "That after striking, so far as the evidencgiven shows, everything proper and necessary was done by the Master, Certificated Officers and Crew in the interests of the ship and cargo, and particularly in securing the safe. and rapid landing of passengers.

"The Court having regard to the circumstances as above stated finds

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"That the stranding of the S. S. Empress of China was due to the vessel having been set out of her course 18 nautical miles to the north-east by a strong and unusual current, of the ex-

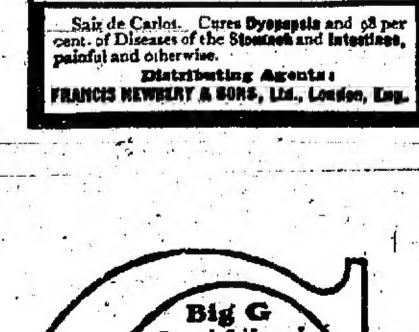
his proximity to the shore. That all ordinary precautions to prevent such a disaster had been taken by the Master. a disaster which could only have been averted had some signal or warning been perceptible from

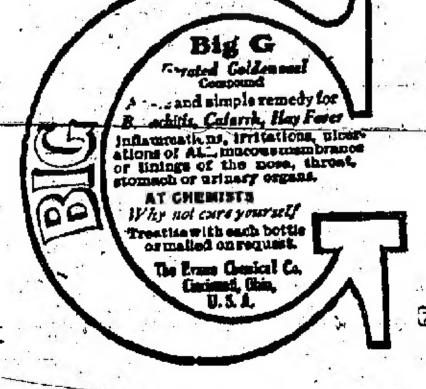
"The Courteen pursuance of the powers vested in it by section 483 of the Merchant Shipping Act 1894 (57 & 58 Vict. Cap. 60) orders the sum of £6. 4s. 6d, being the costs of the proceedings before the said Court, to be paid by the Master of the S.S. Empress of China, and he is hereby ordered to pay the said amoun

accordingly. Dated at the British Consulate-General Yokohama, this 17th day of August, 1911. (Sd.) THOMAS HARRINGTON, 'H.B. M. Vice Consul, Pre-

sident of Naval Court, (Sd.) ROBERT D VID OWEN, Master of Steamship "Ajax " 113,395.

(Sd.) GODFREY JOHN CALDWELL, Master of Steamship _" Socotra," Off. No. 106.612. -Japan Gazette.





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flongkong, 29th October, 1910

THE FAR EASTERN SITUATION REVIEWED.

TARIFF AND ALLIANCE.

JAPANESE CONCENTRATION ON TRADE. In these latter days of economic expansion, commercialism and Imperial power go hand in hand. The interdependence of a nation's fiscal system and its foreign policy becomes daily more pronounced. Modern st tesmanship has to re kon with the combility that tariffs may ondanger alliances and that wars may be waged for commercial, rather that for political, reasons. The renewal of the treaty between Great Britain and Japan for a further period renders appropriate an estimate of the forces and factors at work in the rapidly developing East, where, it wil be seen, economic considerations outweigh all oth re.

Some ten years have passed since the inception of that first of political unions between East and West in modern times-the Anglo-Japenese Alliance; and, with the passing of the years. have passed, in largo measure, the conditions which brought it into being. Russian ambition can hardly be said, at the present time, to constitute a disturbing factor in Eastern Asia; Alexoidf's dream of a "Viceroyalty of the For-East" has been lost in the reality of a Russo-Japanese entente. Similarly the North-West great Indian. Dependency a seure of relief unknown for many yours, it has enabled Jupan to rest undisturbed in the possession of her laurely as the military leader of the Far East.

However, in the wake of the Portsmouth Trouty, economic considerations came increasingly into play. The rulers of Japan have lowned a great lesson-a lesson which even the first Napoleon fulled to grasp in time-namely. that national prodominance, if it is to be aught else than ephemeral, cannot be based on military power alone. The Japanese people (or, rather, their rulers for them) now aspice to become that which the genius of Bouaparte encountered in vain-"a nation of shopkeepers." In other words, the England of the East has received to rear the national edifice, and the hegemony of Fastern Asia it involves, on the foundations of commercial supremacy,

STATE-PROMOTED COMMERCIAL ENTERPRISES. With this end in view, the Katsura Cabinet set to work in characteristic fashion to surmount the difficulties which confronted them. These were, in brief, the loss of credit consequent on the war and on the tradal depression which followed; the unfavourable standing of the average Japanese merchant in the matter of commercial probityemphasised by a distressing series of irregularities on the part of company promoters; and, finally, the deficiency in natural resources which is the lot of the Island Empire. To-day the result of an extended course of paternal-administration is that practically all the great commercial enterprises are under Government auspices. Cabinet Ministers make toms through the chief industrial centres, inculcating the first or neiples of commercial morality; and the educational code from the earliest grades is carefully framed with the same object. Externally. a policy of continental expansion has been inaugurated, so that what Nature has devied to the islands of Japan may be found in Kores and South Manchuria; and a tariff has been devised to give the largest possible revenue, while at the same time protocting and stimulating the development of home indus gies. Indeed, it is not too much to say that in the manifold activities of such quasi-official concerns as the stouth Manchurian Railway and the Oriout il Colonisation Bureau of Chesen the Katsura-Ministry looks for economic salvation; while it at aches hardly less importance to the statutory tariff as a means to the same end. It can be imagined, therefore, with what mixed feelings the Manchurian neutralisation proposal of Mr. Secretary Knox was received by the Japanese people. It is characteristic of the Oriental that he does not wear his beart on his sleeve, and the Japanese is no exception to the rule. However, those who were in a position to gauge the popular indignation at the time can testify that it was inferior only in degree to that croked bythe Three-Power intervention in Lisotung at the cless of the China-Japanese War. B annting whence it did, this inv tation to "pool" for the benefit of the world at large the one solid benelit Japan has to show as the result of a costly war came with a shock of disillusionment to the nation which, for some years previously, had bren making special endeavours to win the good regard of America. The sunexation of Korea, as serving to diminish the opportunities for further "proposals" of a like philanthopic character, became, from that moment, merely a

question of months. UNPOPULABITY OF THE ALLIANCE. To the British public as a whole it may come as a surprise to learn that neither Japan, as a nation, nor the Allian e of 1905, as a bond hetween East and West, has been viewed with much favour by their compatriots in the Far East. Towards this result commercial, moral, and political considerations have contributed, in diminishing degrees, respectively. To begin with, chean labour and Government subsidies render the Japanese merchant a formidable competitor of his Western confrere along the whole Pacific Coast from Vladivo tok to Singapore. Secondly—and this is a national misf rtune-the Japanese character does not always show to advantage either in business tran-actions or in social relationships, as understood and followed in the West. Finally, it cannot be denied that the attitude of Japan towards China of late years, with its tendency to high-handedness, his produced an unfavourable i pression on Europeans throughout the East, no less than on the Chinese themselves. With the exception of one or two journals approximating to the type of the paid advocate, the European Press in the Far East is distinctly anti-Japane e in tone. This is the more marked in the case of the half-dozen papers published in English in the former treaty ports of Japan, and may be said to reflect, in the main, the sentiment of the foreign communities there resident. The increasing keenness of Japanese competition, with the noticeable leaning towards direct trade at the expense of the foreign middleman; the greatly enhanced cost of living -mainly the result of higher duties on articles intended for foreign consumption: and the very natural desire of the Japanese authorities to remove the last vestige of extra-territorial privileges have combined to create a fe ling of resentment which the foreign residents have not at all times successfully conceuled, nor the Japanese authorities sufficiently

ignored. COUNT KO URA'S "FAUX PAS." Such was the situation in Japan when Count, now Marquis. Komura made his famous allusion to G eat Britain as a Power with whom, being of the Free Trade persuasion, there was "no room." for a commercial treaty on a bisis of mutual tariff concessions. Though little or no argument could bondduced against the Alliance by its opponents

on grounds of high policy, this somewhat unfor-tunate atterance afforded promising possibilities of a flank attack, which British trading associations in the For East were not slow to utilise. The Japanese Fo eign Minister's remark served not only as an illuminating comme tary on the "blessings of Free Trade," but also as a means of drawing attention to the grievances of British merchants. While a ro-called Liberal and Free Trade Government might pass over the one, it could not lightly ignore the other. The sequel of the Japanese statesman's faux-pas bring us down to more recent history-the new Commercial Treaty signed last April. No doubt Mr. Asquith's Cobinet regard this treaty, with all complacen e, as a vindication of Free Trade negotiating capacity; but Japanese diplomats and British traders alike have a more precisens essment of the feat. Concessions asked and given as the price of goodwill may save the face of a Free Trade Government, but they do not add to British prestige in the East. Meanwhile it may be questioned whether the tariff reductions secured on this unsatisfactory basis will materially affect the situation. tremains to be sen-and the problem is of peculiar interest to the student of political economy whether the antipathy towards Japan and towards the Altiance, which is of local and for the most part of commercial ofigio, will outweigh the feeling in its favour, which is general and based on political consideration. However of India frontier menace, so long the nightmare strong , the former may become - and of Br tish statesmen, has been expreised by an it is not likely to decrease in inten-Angle-Russian understanding, amicable and sity-the motives in favour of renewal comprehensive. On the grounds of high policy, for Imperial reasons have once more therefore, the Alliance between this country and | asserted, and will probably retain for some time the Britain of the East may be held to have to come, their superior potency. One differdeserved well of its creators; and, if it has given | once. however, will speedily manifest itself as the statesmen responsible for the safety of our | between the sentiment evoked respectively by the old Agreement and the new. Whereas the former was uncopular among Europeans in the Ear East, its successor will be unpopular among the Japanese. Whatever the official view may be, the people of the Island Empire are not so lacking in di cornment as to be unable to per ceive that, while their ally gains directly by the revision, they thomselves gain not at all,-

SHANGHAI SHARE QUOTATONS On 16th August, 1911.

London Morning Post.

		Weihaiwei.
J. P. Braser & Co.	Lier.]	Flora, 2nd class cruiser, 4,360 tons, 10 guns,
and the second s	مانون در <mark>مشاید در</mark> در دواننده مساور دوان	7,000 i.h.p., Captain J. Nicholas,
COMPANY. PAID UP	QUOTATION	en route to Colombo.
هشيبه بساور إستان فالراد الروان بولغ بالمناس	die wie er weren besteht beste	Handy, torpede-boat destroyer 295 tons, 6 gans,
Ranks.—	*	4,000 h.p., LinutComdr. Hon. Gny Stop- ford, Hongkoug.
Hongkong & S'hai \$125	\$940, buyers.	dart, torpedo-boat destroyer, 295 tons 6 guns.
National of China 26	\$80, salos	4,000 h.p., LtComdr. Hon. Guy Stopford.
Range Chiming R1871	Tis	Hongkong.
6 1770	S Aller	Janus, torpedo-boat dostroyer, 320 tons, 6 guns,
Insurance:-	00.00	3,900 h.p., LtComdr. M., B. R. Blackwood
Union ociety Cit m \$100 North-China 25	\$825, buyers	Weihaiwei.
Yangtsze Assocn 160	Tis. 1675, sellers £215, buyers	Kent, armoured cruiser, 9,800 tons, 14 guns,
Canton	\$210	i.h.p. 22,000, Capt. S. St. J. Forquhar,
Hongkong Fire \$50-	\$335, bayera	Weihniwei.
China Fire	\$122, buyers	Kinsha, river gunboat, 616 tons, i.h.p. 1,200,
Shipping:-		LieutComdr. T. J. S. Lyne, Shanghai
rate (pref.)	due to sales 6 to	Merlin, surveying ship, 1,070, tons, 6 gans, 1,400 i.h.p. Commr. B. O. M. Davy, Sandake i.
Indo-China { pref. } 25	Tls. 48, sales & b.	Minotaur, armoured cruiser (flagship Vice-
Shell Trans, (ord) 21	£4.4.0	Admiral Sir A. L. Winslee, K.C.B.,
& Trading pref. 210	(£11.0.0, nom,	C.V.O., C.M.G.,) 14,600, tons, l.h.p. 27,000.
S'hai Tug & pref. } T50	Tls. 20, sellers	Capt. G. C. Cayley, Weihaiwei.
Righter \ ord \ \ Kochien Pransport-	J'Tls. 461, sellers	Monmouth, armoured cruiser, 9,800 tons, i.h.p.
ation & Tow-Boat T50	Tis. 30, sellers	22,000, Captain L. E. Power, M.V.O.,
		Weihaiwei.
Docks & Wharves:-	Tis. 51, buyers	Moorhen, river gunboat, 180 tons, 2 gans,
S'hai Dock & Eng T100 H. & W. Dock \$50	Tis. 57, seffers	i.h.p. 800, LieutComdr G. P. Leith.
S. & H'kew Wharf T100	Tls. 90	West River.
H, K'loon W. & G \$50	\$50	Newcastle, 2nd class cruiser, 4,800 tons, turbine.
Yangtsze T100	Tls, 130	Captain George P. E. Hunt, D.S.O., Weihaiwei.
Mining: -	7.5	
Raub Australian 21	\$2	Nightingale, river gunboat, 85 tons, 240 h.p. LtComdr. Claude Hillersden-Woodward.
Chinese Eng. & Min. £1	Tla. 144, sales 🕟	R.N., Yangtaze.
Lands:		Otter, torpedo-bost destroyer, 385 tons, 6 guns
Shai Investment Too	Tils, 894, buyers	5,300 i.h.p., Comdr. Lambe, Weihaiwei.
H'kong Investment \$100	\$96, buyers	Robin, river gunboat, 85 tons, 2 grns, 240 h.n.
Humphreys' Estate 110	Sul, buyers	LtComdr. Cosmo A. O. Douglas, Hong-
Weiheiwei T20	Tls. 41, sales	kong
China T50 Anglo-French T100	Tls. 50, nom. Tls. 925, buyers	Resario, depot ship for Submarines, 980 tons,
	Trought had one	i.h p. 1,400, Lt. Commr. N. E. Archdale,
Plantations:	00 m P2 - 111-m	Hongkong.
Alma Estates, Ld Li	Tla, 73, sellers —	Sandpiper, river gunboat, 85 tons, 2 guns, 24 h.p., LieutComdr. E. J. J. Southby,
Ayer Tawah Rubber; Plation Co., Ld 174	Tls. 91	West River.
Chempedak £1	Tls. 12	Snipe, river gunboat, 85 tons, 2 guns 240 h.p.
Dominion Rubbers TiO	Tis. 25, sellers	LtComdr. Maurice B. Leslie, Yangtsze.
Kalumpong Rubber 21	Tla. 12, sellera	Taku, torpedo boat destroyer, 305 tons, i.h.p.
K. Java P'ation, Ld. T1	Tie. 4	6,000, Gunner E. J. Trillo R.N., Hong-
Senawang R'bor T5-	Tis. 26, actions	kong
Shanghaf - Sumatra Tobacco T20	Tis. 951, sales	Tamar, receiving ship, 4,650 tons, 6 guns,
T. R. & T. Estate Co. 21		Commodore Eyres, Hongkong.
		Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p.
Cottons, etc:— Ewo	Tis 86, sales	Lieut. Comdr. R. J. Buchanan, Yangtsza.
Internationals T75	Tia 42½, sales	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie Hamilton Shanghai.
Laon Kung Mow T100	Tls. 61	Virage, terpede-boat destroyer, 395 tens, 6 guin
Soy Chees	Tis. 23, buyers	6,300 i.h.p., Lient. Comdr. Harold D. Adair-
Shanghai Cotton Too	T1s. 54	Hall, Weibaiwei.
Eastern Fibre £10	Tls. —	Waterwitch, surveying ship, 620 tons, 450 i.b. [.
Industrial:—		LientComdr. R. L. Hancock, Singapore,
A. Butler Cement,	1019 AM 11	Whiting, torpedo-boat destroyer, 360 tone,
Tile Works 150	Tis, 23, buyers	guns, 5,900 h.p., Lieut. Comde, G. B.
Anglo-Ger. Brewery \$100 China Flour Mill Too	\$72], sales Tis.21, buyers	Hartford, Weihaiwei:
China Flour Mill Too	a socara nugora	Widgeon, gunboat 195 tons, 2 guns, 800 h.r.
Lumber Tico	Tie. 76, sales	Comdr. M. H. Wilding, Yangtze,
C. Su ar Refining \$100	\$141, buyers	Woodecck, gunboat, 150 tons, 2 guns, 550 h.p. Lieut, Comdr. B. R. Brooke, Yangtese.
Green la Coment \$10	\$4, bayers	Woodlark, ganboat, 150 tons, 2 guns, 550 h.r.
Maatschappij, &c., Ca 10 .	Ils. 88. buyera	LieutComdr. G. F. A. Mulock, Yangteze.
and design from the last of th	A JS. OO. DUVATA	

Os. 10 . Pls. 88, buyera

T50 | Tis. 25, sellers

T50 Tls. 19, sellers

£10 Tls. 51 , buyers

Tla. 105

T100 | Tls. 22, sellers

\$60 \$55, sales \$10 \$5\$, buyers

\$15 \$400

\$15 \$10; sellers

\$50 | \$20, sellers

\$50 \$21, 308

\$21 \$241, buyers

£20 Tls. 383, sellers

\$181, sollers

\$25 | \$21, sales.

T25 Tls. 12

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Lane, Crawford & Co. \$100 \$115, sales

Astor House Hotel - 325 \$111, sellers

Hotel des Colonies T12.50 Tls. 1, sellers

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Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comitr. J. M. Barker, Yangtsze. Cadmus, British sloop, 1,070 tons, i.h.p. 1,400. f.d., Coudr. H. Lynes, Hongkong. Cheruh, water tank and tug, 390 tons, i.h.p. 340,

Master W. Smith, Hongkong." Clio, British sloop, 1,070 tons, i.h.p. 1,400. Comdr. H. R. Veale, Hongkong. Fame, torpedo-boat destroyer, 340 tons, 6 gans, 5,700 i.h.p., Lt. Comdr. H. S. Monroe,

Submarines :-No. 36, Godfrey Herbert, Lieut.-Commr. No. 37, A. A. L. Fenner, Lieut.-Commr. No. 38, J. R. A. Codrington, Lt.-Commr.

Kaiserin Elisabeth, Austrian protected cruiser 4,000, Fregattenkapitan Oskar Hansa, Northern Waters Panther, third class cruiser, 1,530 tons, Fregattenkapitan, Theodor Skerl Edi, von Schmidtheim

Achéron, armoures gunboat, 1,830 tons, 9 guns 1.700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class cruiser, 4,320 tons, 22 guns 5,100 h.p., Commander Fournier, H kong Alonette, ganboat, 506 tons, 7 gans, 401 h.p. Commander Badin, Saigon Argue, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut, Audouard,

Baionnette, gunboat. Cimeterre, gunboat, 140 tons, Reserve, Saigon Caronalde,gunboat, 184 tone, Reserve, Saigon Décidée, gunboat, 630 tons, 10 guns, 900 h.p. ANGLO-CHINESE CALENDAR Lieut, de Linares, Shanghai Dupleir, armoured craiser, 7,578 tons, 26 guns, 17,000 h.p.

17,000 h.p. D'Therville gunboat Estoc, gunboat, 141 tons, Reserve, Haiphong Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut Combet, Baigon

Desair, armoured cruiser, 7,57 8 tons, 26 guns,

Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p. Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Haiphong Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marra,

tone, 36 guns, 19,600 h.p., Rear Admiral Far East. de la Croix de Castries (Commander-in-

Manche, surveying-ship, 1,625 tons, 10 guas, 900 h.p., Commander Ragot de la Touche, Mouquet, destroyer, 300 tous, 7 guns, 6,300 lands India to Siberia, in which Europeans reside.

b.p., Commander de la Roche Kerandraon, Not only is the Directory as full and complete h.p., Commandor de la Roche Kerandraon,

Olry, river gauboat, 170 tons, 6 gans, 500 h.p. Lieut. de Maindreville, Upper Yangtze Peiho, river gunboat, 130 tous, 4 guns, 280 h.p. Lieut, Puech, Tongka Perle, sub-marine, 70 tons, 60 h.p., Liout. Mon-

nier, Saigen Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenel, Hongay Protée, sub-marine, 70 tous, 60 h.p., Lieut Morris, Saigon

Redoutable, battleship (rasarva), 9,330 tons 87 guns, 6,200 h.p., Capt. Droust, Saigon Styx, armoured ganboat, 1,800 tong, 8 gans 1,600 h.p., Lieut, Seriot, Saigon. Takon, destroyer, 280 tons, 6 guns 6,500 h.p., In Reserve, Saigon

Vauban, torpedo-depot, Commander Mortenel, Veteran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques Vigilante, river gunbout, 180 tons, 6 guns, 7 h.p. Lieut, Dumonlin, Sikiang

Arcons, cruiser, 2,719 tons, Captain von Hipper Iltis, gunbost, 1,000 tons, 10 guns,

Cantain Laus ... Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain Graf von Posadowsky-Wehner Leipzig, orniser, Captain Eagel Luchs, gunboat 850 tons, 10 guns, 1,344 h.p. Captain Bölken

Scharnborst, armoured cruiser (flagship)e . 11,420 tous, 52 guos, 28,000 h.p., Kapitan Zur See Maass Taku, destroyer, 280 tons, 4 guns, and 2 torpodo tabes, 6,000 h.ps. Kommandant Kolbe

(Haus) Bertram े श Corpedo boat " Sgo," Kapitan Leut, Heyden Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain v. Koss Tsingtau, gunboat, 170 tons, 5 guns, 1,300 h.p. Captain Boss Vaterland, guahoat, - tons, 3 guns, 500 h.p.

Captain Toussaint Calabria, protested cruiser, 2,428, tons, 26 gans 4,000 h.p., Capitano Maris Casanuova di

Jerserech Poglia, propocied erniser, 2,498 tons, 26 gans, 7,000 h.p., Capitano Gusani Viyeonti Marchesa Lorenzo

PORTUGUESE Patria, gunboat, 700 tons, Captain J. Affrezo UNITED STATES. Albany, oraiser, 3 000 tons, C. S. Williams. Arayat, gunboat, Lient, Comdr. Matt H Signor Bainbridge, destroyer, 7 guns and 2 torpeto tubes Ensign Lloy i W. Townsond Barry, destroyer, 420 tons, Eas. Edmund S.

Callao, gunboat, 243 tons, Ens. J. R. Murrisson Cleveland, erniser 3,200 tens, Commander Hagh Rodman, Shaughai Charleston, buttle-hip (flagsnip), 9,700, tons

58 gane, 21,000 h.p., Comde, John H Gibbine, Shanghai Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai Channey, destroyer, 420 tons, Ens. I. N. McNair

Dale, destroyer, 420 tons, Lient, Herbert H Denver, cruiser, 3,200 tons, Comde. Edward E. Cagehart, Shanghai Galveston, cruiser, 3,200 tons, Commander John A. Hoogewerff, Manila Helena gunboat, 1,392 tons, Comir. Reuben O. Bitler, thanghai

Mindoro, gunbeat, Lieut. George M. Baum Mohioan (station ship), Commander J. B. MonSterey, monitor, 4,000 tone, Lt. D. W. Todd Nanshan, transport, 1,577 tons, W. D. Parlesur

New Orleans, craiser, 3,430 tous, Comdr. Roger Welles New York, cruiser (flagship), Comdr. J. P. Paragucy, guaboat, Easiga Roy L. Lownen

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Rainbow, craiser, 6,026 toas Comic. A. C Samar, gunboat, Ensign W. C. I. Stiles Bhark, 125 tons, 160 h p. Ensiga Theodora G Ellyson

Villalobos, gunbost, 370 tons, Lt. A. Andrew Wilmington, ganbost, I 800, Comar. G. R Sailsbury Hongkong

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لغ	AVA, (JEINA	AND	JAPA.	N.

STEAMER	From	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIPANAS	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIMANOEK	- JAVA	Second half of	JAPAN	Second half of
TJIBODAS	JAVA	Second half of Sept.	SHANGHAI	Second half of
TJIMAHI	JAVA [°]	Second half of	JAVA	Second half of
TJIKINI	JAPAN	Second half of	JAVA	Second half of
TJILATJAP.	JAPAN	Sept. Second half of Sept.	JAVA	Sept. Second balf of Sept.
TJILIWONG	JAVA	First half of Oct.	SHANGHAI	First half of

a limited number of Saloen Passengers; and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor. Hongkong, 28th August, 1911. JAVA-CHINA-JAPAN LIJN. Telephone No. 375,

BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER. B.C. SEATTLE & PORTLAND (Or.),

SHANGHAI **JAPANESE** AND

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

Steamers	Tous— Dw.	Captain	To Sail on or About
SUVERIC	11,000 11,000 11,000 7,000	F. S. Cowley G. B. McGill J. Mathie R. Wilhemsen	5th September, 3rd October, 25th October, 10th November,

To be followed by other Steamers of the Company at regular intervals: Calling at A MOY and KEELUNG if sufficient inducement offers The BANK LINE Stramers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Pelegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to-

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 16th September.

FROM COLOMBO : 5th October.

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CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGROVE

FROM CALCUTTA: I End August,

Frequent Sailings For Rates of Freight and Further Particulars, apply to-

| End September. THE BANK LINE, LIMITED, MANAGING AGENTS.

NEW LINE STEAMERS \mathbf{OF}

SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA. DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" 3,000 tons ... to be despatched End December S.S. "KATANGA" ... 5,600 tons ... And regularly thereafter.

For Raics of Freight or Passage, apply to-

THE BANK LINE, LIMITED,

Hongkong, 28th August, 1911.

MANAGING AGENTS.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DESTINATION STRAMEBS. DATE OF SAILINGS. COPENHAGEN and BALTIC PORTS ... "YEDDO" About 20th Sept. SHANGHAI, YOKOHAMA, KOBE & MOJI "CANTON" -About 17th October.

For Freight and Further Particulars, apply to TELEPHONE No. 171. OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG. YORK BUILDINGS TOP FLOOR

SHIPPING IN PORT

ARROW, British str., 2,971, C. McIvor, 24th - August-New York 2nd May, Petroleum-Standard Oil Co. CHEONGSHING, British str., 1,259, V. Liddell,

21st Aug. -Tientsin and Ports 13th Aug., General-Jardine, Matheson & Co. CHINA, American str., 3,186, Emery Rice, 22nd August-San Francisco 26th July, Mails and General-P. M. S. N. Co. CHIPSHING, British str., 1,199, F. Mooney,

26th August Tiontsin 20th Aug., General

-Chinoce. CHOSHUN MARU, Japanese str., 1.301, Yamaguchi, 26th August-Foochow 23rd August, General-Osaka Shosen Kaisha. CHOWTAL German str., 1,115, W. Reher, 24th Angust-from Pulo Laut, Coal-Butter- Mr W. C Drew

field & Swire. DAGNY, Norwegian str. 882, P. Solvesen, 26th August-Hongay 24th August, Coal- Mr J. Faces Angaord, Thoresen & Co. DRUFAR, Norwegian str., 1,102, J. Bing, 17th August-Bangkok 9th and Swatow 16th

An-ust, General-Kin Tay Loong, EMPRESS OF INDIA, British str., 3,032, E. Beetham, 24th August-Vancouver, B.C., 2nd August, Mails and General-C. P. R.

GERMANIA, German str., 1.704, Frandson, 28th Angust - Hongay 26th August, Coal- Mr A. Marrison Johsen & Co. HANOI, French atr., 1,200, G. Bouhier, 26th

August-Pakhoi 27th Aug., General-A. R. Marty. Hong Bee, British str., 2.056, G. Kinghorn, 28th August-Singapore 22nd August, General-Chinese. RWANGTAH, Chinese str., 1,536,-Stewart, 27th

Angust-Shanghai 24th Aug., General-C. M. S. N. Co. LUCERNA, British str., 2.072, A. L. French, 23rd August-from Palembang, Bulk oil-

Ariatic Patroleum Cos LYERMOON, German str., 1.336, F. v. Pilgrim. 23rd Au ust Saigon 19th Aug., General-Hamburg-Amerika Linie. Manchuria, American str., 8,750, A. Dixon,

28 h August Son Francisco 2nd August, Mails and General-P. M. S. S. Co. NIKKO MARU, Japanese str., 3,439, M. Yagi, 28th August-Manila 26th Aug., General - Nippon Yusan Kaisha.

Nippon Maru, Japanese str., 2,331, I. Sone, 23rd August-Moji 17th August, Coal Ataka & Co. Pongrond German str., 908, W. Botefuhr 27th August-Bangkok 16th August, Rice and Teakwood Butterfield & Swire,

QUARTA, German str., 1.824.-J. Danielsen, 23rd August-Saigen 15th August, Sugar-Sundar, Wieler & Co. RYGJA, Norwegian str., 3,807, E. Meyer, 22nd August-Portland 20th July, Flour and Lumber P. & A. S. N. Co. SEATTLE MARU, Jap. str. 6.182, T. S-itow, 28th Angust - Manila 26th August, Flour,

Soda, Plunks, Fishers Mill, &o -Osaka Shosen Kaisha. SI-KIANG, French str., 650, E. de Catalano, 27th August-Haiphone and Qwong Chow Wan 25th August, General-Messageries | Vr P. P Lenfestey. Maritimes.

SZECHUEN. British str., 1,142, E. L. Jones. 21st August-Wakematsu 16th August, Coal-Butterfield & Swire. TAISHUN, Chinese str., 1,216, R. G. Paramore, 23rd Ang.-Shanghai 19th Aug., General

-C. M. S. N. Co. TAMON MARE, Japanese str., 1,142, Kawasaki, 27th August-Newchwang 21st August-Mitsui Bussan Kaisha. ZAFIPO, American str., 1410, M. C. Smith, Dr & Wrs G.

26th August-Manila 23rd Aug., General -Shewan, Tomes & Co.

SAILING VESSEL

Ecurer, British 4-masted barque, 2,996, Jam., White, 12th May - New York 20th Jane Kerosene Oil-Standard Oil Co.

ATEST STEAMER MOVEMENTS.

The P. & O. str. Nubia arrived at London on the 28th instant, afternoon.

PASSENGERS.

Per Chinhua, from Shanghai, Mr Craue. Par-Yuensang, from Manile, Massra J. H. West J. B vour, A Romanl, M. League, Mr and Mrs Ri z. Miss Laura B. Scott.

Per Hirana Maru, from Japan, &c., for on kin . Mr and Mrs F. A. d'Almada and 2 children, Miss Fernie, Mrs F. J. Jorge, Mrs M. Noro and child, Mrs A. Weill and 4 children, Mrs and Miss C. Tuxford, Mr and Mrs C. Elliot. Miss S. Marques, Mr and Mrs A. G. Wilson and Mr T. Takagi.

Per Aki Mara, from London, &c., for Hongkong. Mrs C. Stewart and 2 children, Wies F. Bryant, Miss B. Bryant, Mr A. Morley, Mr E. E. Kemon, Mr W. J. Bully, Mr H. E. Hollands, Mr Collen, Mr C. A. de Roza and Miss T. Haraguchi; for Kobe, Mr E. Uyematsu, Mr T. Sudsuki, Mr E. Akita, Mr K. Sato and Mr T Nagai; for Yokohama, Consul-General J. Sakata, Mrs Sekata and child. Capt. H. Kata, Miss M. Montgomery, Mr K. Horiba, Miss W. Oga-

wa, Mr and Mrs Ahmad. Per 'ouranc, for Hongkong, from Kobe, Mr Marck, Mr Nakayana, Mr Y Nakayama, Mr Yuaha; from Shanghai, Mrs Thomas, Mr and Mrs Steward, Mr and Mrs Palmers Lee, Mr and Mrs Foyet, Mr Rourean, Mr Morbin, Mr H. Abrano, Mrs Jemme Huansite; for Saigon, from Yokohana, Wrs Kerginstel, Dr. Trull; or Singapore, from Yokoham . Mr Nakagama, Mr Nishishura; from Kobo, Mrs Twans, Miss O'aka : Me srs Borreti, Yobistes, Fusans, Sakaya, F kamatra, Nissyedi ; for Marseilles, from Yokohama, Mrs Ruer ; from Kobe, Mr Hily Fils, Mr Melchers; from Shanghai Mr Tsaone, Mr Rangerre, Pere Prusot, Les Rouvesie. Mr Bigogue, Frere Brunel and Mr Archicoiane.

STEAMERS PASSED THE CANAL.

August 1st-Antilochus, Benvenue, Buelow, Coylon. Ath- I gomem on, Aki Maru, Austra, aledonien. Dunblune, St. Patrick. 8thveria 11th Slavonia, Theseus, Tranquebar. Delayed through mutilation, Va. dalia. 15th-Achilles, Renalder, N. b ., Polma. 18th - Brasilia, dishimo Maru. Stentor, Sydney, Telemachus, Gneisinau. 22nd - Belgravia, Denbighshire, Motorpo, Menclaus, umatra. Glenfarg, Senegambia, Lovat. 25th-Armand Behic. Konunyst, S. neca, Siam, Atreus.

ARRIVALS AT HOME. August 25th-Indraw di, Miyasaki Maru, Ping Suey, Indra, Prinzess Alice.

VISITORS AT HOTELS.

HONGKONG HOTEL Mr J. M. Lopes Mr J. H. Amold Mr & Mrs E. E McHugh Miss Anderton Mr H. L Marker Dr. J. G. Berne Mr F. A. Braragau Dr. O. Marriott Mr H. Breckwolife Mr E. V. Mitchelmore Mr & Mrs Davis Brown Marris Morris Mr W. North Mr & Mrs F. P. Callun- Dr. E. C. Norris" Mr. V. d'Oettingel Mr G. B. de Chadanedes Mr & Mrs F. C. Palmer Mr W P. Chapman Mrs LeClark Mr W. W. Payne Mr. Fred Coyou Mr W Pearce Mr Ernest H. Fond Mr L. H Davis Mr A. T. Prichard

Mr N K. Davidson Mr. E. H. Bay Miss F. Reny Mr & Mrs G. L. Duncan Mr G. Ross Ar A. W. Schnelder Mr H. Feismann Mr. & Mrs. F. A Mr. & I're. Fillis Soranton Mr. H. G. Fisher Mr J. C. Sibley Mr A Mrs Frankies Mr H. H. Solemon Mr Denmau Fuller Dr.& Mrs A.O. Spaiding Mr F. Geior Mr H. Spear Mr. V Goulbourn Mr C. H. Spittle Mr D. M G. Gratama

Mr J. Spitt es Mr V. R. S -phens Mr. and Mr. J. Handy Mr & Mrs C. E. Stevens Hon. & Mrs. E A. Hewett Miss W. Square Mr & Mrs E. J. Holmes Lt. & Wra. C. E. Stainer Mr.M. L. Thompson-Capt. J. J Hornbrook Mr E. J. Waterman Mr. W. K. Ward Mr. H. M. White Dr. Spencer Hough Capt R. Innes: R. M. Joseph Mr & Wes Whitmarsh Mr & Mis 4 A. Kate and child a Mr G. M. Lneb

Dr R. M. Lbauon KING EDWARD HOTEL, Mr M. P. Beuttie Mr B. McCioskey

Mr Zeno

Wheeler

Capt. A. P. Nobba Wiss Bonnetta Capt and Mrs. W Mr. and Mrs Bridger Paggmord. Mr. H. Pearman Mr K Bysack Dr. Senmitt Mr F. W. Cox Mr Edw. Sims Mr. R. H. Densmore Mr. E. Smith Capt. & Mrs Stewart Miss-M. Gains Mr A. Harper and children Mr & Mrs V mon Dr. K. John Mr John Lennex Mr A. O. Watts Mr & Mrs H. Miss Lepraito

Wr P. B Lorck

Mr Angels Waltsun

GBAND HOTEL Mr& Wrs J. J. Mudggi; Mr W. Arnold-W. A. Rarlow Mr Wuller Wreern and family Mr P. W. L. Nanniega Mrs W. L. Buridt aud Mr Samuel Paul Mr H. WePherson Mr & Mrs F. E. Drell Mr. J. W. Pringle Mr Fung Sing Mr F. W T. Treadgold Mr B James Wr.J. Wateon Mr D. O Wetling Mr S. Waxcan

Mr P. Weeddon KINGSCLERE PRIVATE HOTEL. Mr. H. Hoffman Miss W. Anona Miss K. A. Massey Mr. & Wrs. H .A. Nisbet Miss J. Aprus and chad. Mr & Wrs Ameolt Mr E. J. Wonulty Mr. K. S. Morrison

Sir Francis Piegott Mr J. Robertson Dr. & Mrs B.W. Brown Mrs. G. Sachse Mr. WrsF. W. Crawford Mrs M. E. Shearer Mr.&Mes D W Donnelly Mr. A L. Shields Mr. L. Graham Mr. R. D. Stewart Mr. & Wrs C.E. Harvey Mr. B. Webb Dr. Hobson Mr Whyte

Mr & Mra C.P Lammert Mr. Wingrove and children Mr. J. W. Wilson

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RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1909 ... 2.0 BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1909 ... 1.00 CALLED OUT: or the Chang Wang's

Daughter, an Anglo-Chinese Re mance, by Chas. J. H. Halcombe. ... 2.18 SKETCH OF THE WEST RIVER 0: 0 PLAN OF VICTORIA " KOWLOON " 0.75 " PEAK 0.75 " NEW TERRITORY ... 0.75 CANTON 0:50 POWER OF ATTORNEY FORM ... 0 25

MAIL TABLES for 1911 ... 0.30 & 0,20

MERCHANT JACK.

Seamen," by H. M. Tomundon, in English Review for Angust.]

Broadly speaking, all the public knows of the modern British merchant seaman is that he is often not British, and that, as aforetime, he gets drank and gets drowned. It is remembered that our mercantile marine is our greatest industrial asset, and that again- a surprising fact this-whon the Russian cruiser Gron boi captured a British steamer in the East during the war, it was reported that the British crew cheered their captors, the British crew being

The public is aware, too, that though the bulk of the world's oversea freights is carried under the red ensign, yet it is still fairly difficoncerned by the letters of British shipowners which appear from time to time in the Press, letters explaining the British seaman as an unreliable fellow, too fond of beer, and that the Chinaman is a far more stead; than,

Most of what is known of to lot of the merchant sailor is got from novels and books of romantic travel. I imagine the idea entertained by people generally is that wman chooses work at sea as a sort of adventurous pleasure. not true. The life of a sailor is more monoto-

nous, squalid, and repellant, especially in the usual tramp, than that of most badly paid Inbourers ashore. It is not the least chromatic His hardships, too, which read so ongogingly whom treated by an artist who has suffered, are really hardships after all. quito necessary to explain to a maritime pulion that a ship does not go to sea for remance, but just for profit, and that her crowd are not with her for spice in their lives, but for wages only, A ship and her crew, in that respect, being like a cotton mill and its hands.

HUMANITY REWARDED.

The Board of Trade have received, through the Foreign Office, a gold-watch and a binocular glas which have been respectively awarded by the German Emperor to Mr. Edward Forsyth, master, and Mr. David Sutherland, first officer, of the s.s. Muschow, of London, in recognition of their service in rescuing the shipwrecked crew of the German s.s. Lydia, of Hongkong.

VANISHED LIBERTY.

A magazine editor at the Authors' Club i New York was talking about H; G. Wells says the Buffalo Commercial. "Wells is now the foremost English novelist," he said "Strange that a man so talented should misjudge us as he does. When he was over her he found fault with overything. One day at lunch, getting tired of his attacks on the tyranny of our trusts and other bosses, I said: Well at least. Mr. Wells, you must admit the grandeur of the magnificent Statue of Liberty that rears its proud head above our harbour? Oh, yes, said Mr. Wells, you have the same custom as we-you rear your timest statues to the dead. "

HAKODATE.

MEMORIAL UNVEILED OF AN OLD, BEITIST RESIDENT.

Under the auspices of the Hakodate Library, a ceremony was held on the 8th instant in memory of the twentieth muniversary of the death of Captain Thomas Wright Blakiston, British subject who resided at Hakodate for over twenty years and whose indefatigable services in promoting the development of Hakodate is gratefully recognized by the local populace. Mr. C. Kudo, Vice President of the Hakodate Library, delivered a short address, after which a bust of Captain Blakiston was unveiled by Mr.

Mr. Hirade, President of the Hakoflate Library, laid a wreath before the bust and read an address, in which Captain Blakiston's work was enlogised. It was r called in this address that Captain Blakiston arrived at Hakodate in 1861, the year following the assassination of Labuan Ii Kamon-no Kami, Prime Minister of the Tokogawa Shogunate, when auti-foreign feeling was rampant in Japan. The captain opened the firm of Blakiston & Co., importers and exporters, at Hakodates and also established the first timber mill in country. While doing his utmost for the development of Hakodate's resources, the Captain place did a good deal of scientific investigation. A meteorological observatory was orened in the early days by the Captain, who imported the necessary instruments from Great Britain. Many were the services rendered by the deceased in promoting scientific research and the advancement of commerce in Hakodate.

Royds.

Mr. W. M. Royds, British Vice-Consul, delivered a brief congratulatory address, in the course of which he said :- "It may not be generally known that on the last occasion on which 18th, 1906, Illustrated Account ... 0.50 Captain Blakiston came out from England to Japan, nourly fifty years ago, he came out with his wife vid Siberia, which was a very different matter then from what it is now. It must have taken him months of driving in carriage and sleigh, whereas last month the British Ambassudor came from London to Tsuruge in two

BEKANNTMACHUNG.

TIE amtlichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1911 im OSTABIATISCHEN LLOYD, der CANTON WEEKLY News und nach Bedarf auch in der Hongkong DAILY PRESS veröffentlicht werden. KAISERLICH DEUTSCHES

KONSULAT. Canton, 15, Dezember, 1910.

BEKANNTMACHUNG.

TIE Bekanntmachungen aus dem genihies. Handelsregister, sowie andere gesetzlich vorgeschriebene Veroeffentlichungen werden im Jat ro 1911 durch.

"OSTASIATISCHEN LLOYD' "HONGKONG DAILY PRESS"

KAISERLICH DEUTSCHES KONSULAT. Swatau, den 21. Dezember 1910. [1424]

BEKANNTMACHUNG.

TIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Hoihow werden im Jahre 1911 durch den

"Oftasiatischen Lloyd" und "The Hongkong Daily Press" KAISERLICH DEUTSCHE KONSULAT.

Pakhoi, den 20. Dezember 1910.

WEATHER REPORT.

On the 29th at 11.55 p.m —The barometer has fallen slightly on the E. coast of China, and risen moderately at the Formosa Channel stations.

The recent typhoon, which is probably filling up, is still shown over Chian to the South of the Lower Yangize Valley. Pressure has given way moderately over the

Loochoos apparently owing to the existence of a low area to the Southward of the islands. High pressure still covers E. Japan and adjacent waters.

Moderate monson may be expected ever the Hongkong rainfall for the 24 hours ending

at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows :-FORECAST.

* Hongkong & Neighbourhood

S.W. winds, mo-Formosa Channel derately.

South coast of China between | Same as No. 1. South coast of China between | Same as No. 1. W. and S. W. winds, moderate; fine.

CHINA COAST METEOROLOGICAL REGISTER

August 29th -- AT A.N.

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F. G. Fice, Director. Hongkong Observatory, August 29th, 1911. 1 BAROMETER, reduced to 32 degrees Fabronheitlon the love of the sea in theires, tenths and hundredthe. 2 TEMPERATURE, in the shade, in degrees Fabron-

3 HUMBUTY, in percentage of saturation, the 4 DIMECTION OF WIND, to two points. 5 FORCE OF WIND, according to Benfort Scale, 6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcust, p passing showers, q squally, rain, s show, t thunder, v visibility, w daw (wet)

O RAIN in inches, tenths and handreths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 29th

		-	Commence and the same
	Previous	On Dato	On Date
	Day at 4 p.m	at 10 a.m.	4 pm.
Barometer	29.64	20.76	29.64
Temperature Humidity	90 60	66 63	87 61
Wind Direction Forceti	WSW	WNW	West.
Weather	b	ь	C
Rain	· -		-

Highest open air Temperature on 28th 90 Lowest open air Temperature on 23th 82

HONGKONG TIDE TABLE

From 30th August to 5th September, 1911.

-	er Santanana jar	High	WATER.	LOW WATER		
-	Days of W. 9k.	Days of	H'kong Mean Time.	Heirhi.	H'kong Venn 'ime,	Height,
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SHIPPING

ARRIVALS.

AKI MARU, Supanese str., 5,995. K. Homma, 23th August .-- London-22nd July, General -Nippon Yusen Kaisha.

CHIMHUA, British str., 1,349, Benson, 29th August-Shanghai 24th August, Mails and General - Butterfield & Swire. HITE AND MARRY, Japanese, str., 5,232, H. Fraser, 28th Angust -- Shanghai 25th August, Gen-

eral-Nippon Yusen Kuishn. MIGHARL JEBSEN, German str., 952, T. Petterson, 29th August-Swatow 28th August-Johnen & Co. TAISHON, Chiasso str., 29th Ang. Canton.

TOUBANE, French str., 3,104, G. Lancelin, 28th Ang -- Yokohama an I Shanghai 25th Aug., General-Messagories Maritimes. YUENBARG, British str., 1,128, P. H. Rolfe, 29th August-Manila 26th Aug., General -Jurding, Matheson & Cos

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 29th August.

Chochen Marn, Japanese str., for Swatow. Che yaing, It ish str., for Shaughai. Hanoi, French str., for Pakhoi. Hon , Zice, British str., for Amoy. Nikko Mara, Jupanese str., for Nagasaki. Ni pon Muru, Japanese str., for Moji. Si-King, Frough str., for Haiphong.

DEPARTURES. 29th August:

CATHERINE APCAR, Brit, str., for Singapore. CHINKUA, British str., for Canton, CHIYVEN, Chinese str., for Shanghai. CHOISING, Gorman str., for Hollow. GERMANIA, German str., for Canton. HAITAN, British str., for Swatow. HOPSANG, British str., for Amoy. PARTAT, German str., for Swatow. SEXTA, German str., for Hollow. SINGAN, British str., for Hollow, Taning, Beitish str., for Manila. TOHRESE British str. for Europe, &c

SHIPPING REPORT.

The French etc. Touranc reports: Typhoen in the Formosa Channel. The British str. Chinhua reports: Anchored at Amoy 35 hours for typhoon.

VESSELS EXPECTED.

THE AMERICAN MAIL

The T.K.K. str., Chiyo Marty with U.S. mails, arrived at Yokohama on the 26th inst , sailed for this port on the 28th justant, and is due to arrive at this port on or about the

THE AUSTRALIAN MAIL

The E. & A. str. Aldenhum from Sydney, &c., is the at Manila on the 4th prox. The I.G.M. str. Prinz Sigismund left Sydney on the 25th instant, at 11 a.m., and may be exnected here on or about the 19th prox.

THE CANADIAN MAIL

The C.P.R. Co.'s str., Monteagle arrived at Moji at 2 jum, on the 28th inst., and left again. at 2 p.m. on Tuesday for Shanghai, where she is due to arrive at moon on the 31st inst. The C.P.R. Co.'s str. Empress of Japan left. Vancouver, B.C., for Hongkong (via usual parts

of call) on the 23rd instant a.m. THE ENGLISH MAIL

The P. & O. str. Delta left Singapore for this port on the 25th instant at 6.30 p.m. with the ontward English Mail, and is due here today at about 6 a.m.

THE GERMAN MAIL

The I G.M. str. Gucisenau, carrying the German Mails with dates from Berlin of the 9th instant, left Colombo on the 27th instant p.ing and may be expected here on or about the 5th prox. p.m.

THE INDIAN MAIL.

* The Indo-China str. Namenng from Calcutta | SI and the Straits left Singapore for Hongkong on the 24th instant; at 6 p.m., and is due here M to-day a.m.

The Indo-China str. Kumsang left Calcutta for the Straits and Hongkong on the 19th inst., Ko and is due here about the 4th prox.

The Siemsson & Co.'s str. Germania, with Mails from South sea Islands, left Yap on the instant, and may be expected here to-day

The N.Y.K. str. Yawata Maru (Austrania Line) left Kobe for this port via Moji and Nagasaki on the 24th inst., and is expected here

The H.A. Linie str. Ambria left Shanghai on the 27th instant a.m., and may be expected here to-day p.m.

The N.Y K. str. Bombay Maru (Bombay Line) left Singapore for this port on the 25th Ang., and is expected here to morrow. The str. Glenesk passed the Suez Canal on the 25th ult, and is due here on or about the

The N.Y.K. str. Inaba Maru (American Line) left Kobe for this port via Moji and Shanghai on the 25th instant, and is expected here on the 3rd prox.

The "Ben" Line str. Benvenue from Middlesbro' and London, left Singapore on the 27th inst, for this port. The N.Y.K. str. Binco Maru (Bombay Line) left Bombay for this port via Singapore on the

25th instant, and is expected here on the 12th The American & Manchurian Line steamer Matoppo passed the Suez Canal on the 22nd instant, and is due here on or about the 18th

The str. Glenfurg passed the Suez Canal on the 22nd instant, and is due here on or a out the 24th prox. The T.K.K. str. Buyo Maru sailed from

Honolula for Hongkong on the 25th inst., and is due here on or about the 29th prox.

VESSELS ON THE BERTH

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"DELTA," Captain E P. Martin, E.N.R., will leave for Shanghai TO DAY, the 30th inst., at 5 r.m. For Freight or Passage, apply to

Superintendent. Hongkong, 28th August, 1911.

VESSELS ADVERTISED LOADING.

"To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

						ut
DESTINATION.	VESHEL'S NAMES.	FLAG & BYG	DERTE	CAPTAIN.	FOR PREIGHT APPLY TO	TO BE DESPATORED
white.		1				
The state of the s	The second secon			The second of the second secon	and the second and the second and the second	
			1 124			
ONDON, &C., VIA UBUAL PORTS OF CALL ONDON & ANTWERP VIA SINGAPOBE. &C	SOCOTRA	Brit str	-	S. Barcham	P. & O. S. N. Co	On 2nd Sept., at Noon
ONDON & ANTWERP EVIL SINGAPORE, &c	SARDINIA	Brit. str.		On the Contractions are seen	P. & O. S. N. Co. P. & O. S. N. Co.	A hant 6th Sant
COTTERDAM & HAMBURG VIA STRAITS, &c	FURST BULOW	Ger. str.		a Unger nen	HAMBURG-AMERIKA TANIE	About 20th Sept. Un 14th Oct.
IAVRE, ROTTERDAM & HAMBURG &c	PREUSSEN	Ger. str.	k. w.	Balde	HAMUBEG-AMERIKA LINIE	On 20th Spet
HAVRE & HAMBURG VIA STRAITS, &c	ALESIA		k. w.	Feldtmann		To-morrow.
HAVRE & HAMBURG VIA STRAITS. &c	RHEINFELS	Gor, str.	k. w		HAMBURG-AMERIKA LINIE	On 15th Sept. On 29th Sept.
HAVRE, BREMEN & HAMBURG, &c	SUEVIA TO THE TOTAL TOTAL	Ger. etr.		Rassau	HAMBURG-AMERIKA LINIE	-On-12th-Oct.
COPENHAGEN & BALTIC PORTS	YEDDO	Swed. str Jap. str		Н Ридрон	OLOF WIJE CO., LTD:	About 20th Sept.
LARSEII LES, LONDON & ANTWERP VIA SINGAPORE,&C	TANGO MARU	Jap. str.		K. Kawara	NIPPON YUSEN KAISHA	
VAPLES GENOA ALGIERS, GIBRALTAR & SOUTHAMPTON	PRINZ LUDWIG	Ger. str.	-	. P. von Binzer	MELCHERS & Co	On 13th Sept., at D'ligh About 6th Sept.
PRIESTE, &c., V'A SINGAPORE, &c BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	VORWAERTS,	Aus. str.	-	R. Dannecker	SANDER, WIELER & Co	On 27th Sent
BOSTON & NEW YORK	ROSERIC	Am. str.	-		ARNHOLD KARRERO & Co	About 5t Sept.
VANCOUVER, B.C., SEATTLE & POETLAND, 40	SUVERIC	Brit. str.	- 69	F. S. Cowley	THE BANK LINE, LIMITED	On 5th Sept.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	Monteagle Empress of India	Brit, str		W. Davison	CANADIAN PACIFIC R. Co	On 12th Sept. st Noon
VICTORIA, C.B. & TACOMA VIA KEELUNG & JAPAN	SKATTLE MARU	Jap. str.	l ro.	E. Beetham	CANADIAN PACIFIC R. Co	On 14th Oct. On 6th Sept., at 11 A.B.
VICTORIA, B.O. & SEATTLE VIA KEELUNG, &c.	IWADA MABU	Jan. str.	4 No. 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	S. Tominaga	NIPPON YUSEN KAISHA	On 12th Sept, at 4 P.M.
FICTORIA, B.C. & TACOMA VIO KEELUNG, S'GHAT, &C.	MEXICO MARU	Jap. str.	- .	TO Office 4	OSAKA SHOSEN KAISHA	On 16th Sept. at 11 A.
	MANCHURIA		_	E. Street	PACIFIC MAIL S.S. Co.	On 1st Soption 1 P.M.
SAN FRANCISCO VIA KEELUNG. S'HAI & JAPAN, &C.	CHIYO MARU	Jap. str		W. W. Groone	PRO	On 8th Sept. at Noon
PORTLAND VIA JAPAN	RYGJA WARU		a	Eivind Meyer	PORTLAND & ASIATIC S.S. Co	On 1st Sept. Davlight
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str. Jap. str.	4.	T. Sekine	NIPPON YUSEN KAISHA	On 1st Sant at Noon
TUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	-	L. Klugkist	NIPPON YUSEN KAISHA MELCHERS & CO	On 9th Sept., at Noon On 9th Sept., at D'ligh
KOBE & YOKOHAMA	AKI MARU			K. Homma	NIPPON YUSEN KAISHA	Tomorrow at Dawlink
NAGASAKI, KOBE & YOKOHAMA	PRINZ SIGISMUND NIKKO MARU	Ger. str.		M. Yagi	MELCHERS & Co	-About 19th Sept.
APAN	TJITAROEM	Dat. str.		V. Zwart	Nappon Yusen Kaisha	
	100	Jap. str.		the transfer to the	Toyo Kisen Kaisha	Quick despatch On 14th Oct., at Noon
HEFOO & TIENTSIN	Kueichow:	Brit, str.	i m.	F Mooney	BUTTERFIELD & SWIRE	On 1st Sept., at 4 P.M.
HANGHAI VIA SWATOW	CHOYSANG	Brit. str.	_		JARDINE, MATHESON & CO., LD	On 1st Sept. at Noon
HANGHAI MOJI & KOBE;	BOMBAY MARU.	Jap. str	-	J: Terangka	NIPPON YESEN KAISHA	M. A
	DELTA CHINHUA	Brit. str Brit. etr		E. P. Martin, R.N.R.	P. & O. S. N. Co	To-day, at 5 P.M.
HANGHAI, KOBE & MOJI	NAMBANG	Duth sto	100	Benson	Jardine, Matheson & Co., Ld	To-morrow, at 4 P.M.
HANGHAI,	ANHUI	Brit. str	1 m.	J. B. Harris	SUTTERFIELD & SWIRE	On 2nd Sept., at M'nig
	GNEISENAU Suevia	Ger. str.		Th. Stollberg	MELCHERS & Co	About 6th Sept.
HANGHAI, MOJI, KOBE & YOKOHAMA	PALMA .		k. w.	O HER CHE THE TAX THE	P. & O. S. N. Co.	On Kill Cant
HANGHAI,	ASSATE	Brit. str	10.	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	About 14th Sent
HANGHAI	CANTON	Det str			OLOF WIJI & Co., LTD.	About 17th October.
AMSUI VIA SWATOW & AMOY	DAININ MARU	Jap. str.		J. B. A. Themme lone	JAVI-CHINA-JAPAN LIJE OBAKA SHOSEN KAISHA	Quick despatch
NPING YIA BWATOW & AMOY	BOSHU MARU	Jap. str		*** *** *** *** *** ***	OBAKA SHOREN KAISHA	On 3rd Sept., at 10 A.M. On 6th Sept. at 10 A.M.
OOCHOW VIA SWATOW & AMOX	CHOSHUN MARU	Jap. str	**		USAKA SHOSEN KAISHA	To-day, at 10 A W
THE LANGEST ASSESSED A MANAGEMENT	HAIYANG HAIYANG		2 h. 2 h.	J. W. Evans	DOUGLAS LAPRAIR & CO	On 1st Sept., at 1 P.M.
WATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAPRATE & Co.	On 5th Sept., at 1 P.W.
ANILA, CEBU & ILOILO in in in in in in in in	ZAFIRO	Am. str.	100	THE CA SHILLER IN THE SALES	SHEWAN, TOMBER CO.	Toldner of A n ar
ANILA CEBU & ILOILO		Brit. str.	1 m.	A. W. Outerbridge	JARDINE, MATHESON & Co., LD	On 2nd Sept., at 2 P.M.
IANILA	LOONGSANG	Brit. str.	- 444 L	38. 44 · Outer or lake	DUTTERFIELD & MWIRE	On 5th Sant., at 4 p.m.
IANILA, CEBU & ILOILO	Rust	Am str	_	B. Crosby	SHEWAN, Tomes & Co	On 9th Sept., at 4 P.M.
OMBAY VIA SINGAPORE & COLOMBO ATAVIA, CHERIBON, SAMARANG, &c.		Jap. str!		K, Soyeds	NIPPON YUSEN KAIRHA	On 5th Sept.
INGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	· - ·	T. A. Mitchell	JAVA-CHINA-JAPAN LIJN	Quick despatch
ANDAKAN	MAUSANG	Brit. str	- ;	Weigall	JARDINE. MATHESON & Co., LD JARDINE, MATHESON & Co., LD	On 18th Sunt at Moon
WANG CHOW WANG & HAIPHONG	Borneo SI-KIANG	Ger. str.	<u> </u>	The Character of the Control of the	MELCHERA & CO.	Middle of Sont
	A TAN DE LA PRIMITA	IN CHAIL MET. 1.	-	KC GO LISTAINA	M MODEL ADDITION AND A THEORY SERVICE	TT . 5
	DE LA		" . " . " . "	33, 40 00000000	MESSAGERIES MARITIMES	10-day, at 9 A.M.

NORDDEUTSCHER BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS TONS	TO SAIL
APLES. GENOA. ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	Capt. F. v. BINZER, 18,300	{Wednesday 6t
HANGHAI, NAGASAKI, KOBE	"GNEISENAU," Capt. TH. STOLLBERG, 16,000	About 6th Sent
ANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. L. Kluckist, 6,750	9th Sept.
OBE and YOKOHAMA ""	Capt. F. BEUENING, 6.000	
UDAT and SANDAKAN	"BORNEO" Capt. F. SEMBILE, 5,000	Middle of Sept.
All the Steamers of the Europea		

New System of Telefunken. For Further Particulars, apply to NORDDEUTSCHER LLOYD. MELCHERS & Co.,

GENERAL AGENTS HONGRONG AND CHINA. Hongkong, 25th August, 1911.

ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

CANADIAN PACIFIC RAILWAY CO.'S

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.

"EMPRESS OF INDIA" SAT., 2nd Sept. | "ALLEN LINE" "EMPRESS OF JAPAN" SAT., 23rd Sept. "MONTEAGLE" SATURDAY, 14th Oct.

FRIDAY, 29th Sept. EMPRESS OF IRELAND"FRI., 20th Oct. "EMPRESS OF INDIA" SAT., 4th Nov. "EMPRESS OF BRITAIN" FRI., 1st Dec.

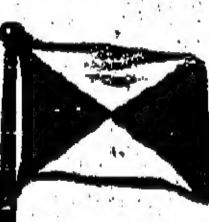
Steamships leave HONGKONG at 6 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE. YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons' register, thus providing a comfortable and speedy through route

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) and 1st Class Bailway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," es ries Intermediate Passengers only, at Intermediate rates. affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information Mays, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Corner Podder Street and Prays, opposite Blake Pier.



PHILIPPINES S.S. CO.

3							
Steamship		Tons	UAPTAIN	FOR .		HAFI	ING DATE
ZAFIRO	in¶	4000 4000	M. C. Smith S. Crosby	Manila, Cebu & Manila, Cebu &	Roilo C	On 30th	Aug., 4 P.M. Sept., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES &-Co., General Managers, Hongkong, 22nd August, 1911. PHILIPPINES S.S. Co.

& ASIATIC S.S. CO.

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOROHAMA.

(WITT LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

TO SAIL CAPTAIN. ... Eiwind Meyer ... On 1st Sept. Daylight.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

KING's BUILDING, (Opposite Plake Pier).

FRED J. HALTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA ADEN, EGYPT. MEDITER RANEAN PORTS, PLYMOUTH AND LONDON,

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA." Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 2nd Sept., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection. with the Co.'s s.s. "Mongolia," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkoug.

Silk and Valuables, all Cargo for France, Tes and Cargo for London (under arrange. me it) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Corgo for London, &c., will be conveyed via Bombay by the e.s. "ARABIA," due in London on the 14th Oct., 1911.

Parcels will be received at the Office until 4 . M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT. Superintendent. Hougkong, 21st August, 1911.

HONGKONG-BOSTON & NEW YORK



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.) "KATUNA," ... On or about 5th Sept. For freight and further information apply to-

SHEWAN, TOMES & Co., General Agents, Hongkong, 15th August, 1911. [1037.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malahar Coast

THE Steamship "ROSERIC," Will be despatched for the above Ports

FRIDAY, the 15th September. For Freight and Passage, apply to ARNHOLD, KARBERG & Co., General Agents. Hongkong, 22nd August, 1911.



AUSTRIAN LLOYD'S STEAM NAV. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRFOT). Calling at SINGAPORE, PENANG. CALCUTTA, COLOMBO, ADEN. SUEZ AND PORT SAID. (Taking Cargo at through rates to the Parsian GULE, REI SEA, BLACK SEA, LEVANT, VENICE and ADRIATIO PORTS).

THE Company's Steamship

"VORWAERTS." Capt. Danuecker, will be despatched as above of WEDNESDAY, 27th Sept. This Steamer has capital accommodation for passengers, electric ligu and carries a doctor. For information as to Passage and Freight spply to

SANDER, WIELER & Co., Princes Buildings.

Hongkong, 28th August, 1911,-

SHIPBUILDERS, SALVORS AND REPAIRERS, BUILERMAKERS, FORGEMASTERS. BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

AIROO DOCKVARD Modern Appliances for quick construction and repair of Ships, Engines, Rolling Railway Stock, Bridges, Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

DOCKYARD. HONGKONG, LIMITED. GRAVING DOCK 787 × 88' × 34' 6" Pumps empty Dock in 23 hours. THREE PATENT SLIPWAYS taking versels-

ENGINEERING 50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS HONGRONG. AND METAL SPECIMENS.

up to 3,000 tons displacement, providing conditions for painting ships with most efficient results. ICC.TON ITECTFIC CLANE ON QUAY-ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS. Estimates given for Docking, Rejairs to Bull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the bours of 11 A.M. and 12 Noon at the Town Office: MANAGERS AND AGENTS, BUTTERFIELD

HONGKONG, CHINA AND JAPAN.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

	THE		
FOR	STEAMERS	TO SAIL	BR MARKS
	Capt. E. P. Martin, E.N.R. ASSAYE Capt. G. W. Cockman	5 p.m. 30th Aug. About 14th Sept.	Freight and Passage. Freight and Passage.
CONDON VIA USUAL PORTS	ARCADIA		See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA	About	Freight only Freight and Passage.
SHANGHAI, MOJI, KOBE	PALMA	About 7th Sept.	Freight only

For Further Particulars apply to

E. A. HEWETT. Hongkong, 28th August, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT	TO-ALTERAT	ON C	
FOR	STEAMERS		O-BAIL
BRANGHAI "C	HINHUA '	On 31st	Aug., 4 P.M.
CHEECO and TIENTSIN "B	CUEICHOW"	On 1st	Sept., 4 P.M.
SHANGHAI	NHUI"	On 2nd	Sept., M'night.
MANTER OFFIT and ILOILO	EAN	On 5th	Sept., 4.P.M.
DIRECT SAILINGS TO W	EST RIVER, Twice	Weekly.	i so
The state of the s	CI OO HOLNTTI		4

S.B. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the State roms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, afti Saloon accommodation of S.S. "KAIFONG" is situated on Deck; aft.

SHANGHAL LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUL" "CHENAN" CHINHUA" and "LINAN") with excellent accommodate tion, Electric Light throughout and Electric Fans in the State-rooms and Diving Saldon, leaving Hongkorg for Shanghai lirect every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports. NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY

Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY These Steamers Land Passongers in Shanghai, avoiding the inconvenience of TELEPHONE 36 the transhipment at Woosung. REDUCED FARES: SINGLE \$45.....RETURN \$75.

HAMBURG-AMERIKA

IN CONJUNCTION WITH DEUTSCHE DAMPESCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

AKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other A editerranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG: HOMEWARD.

)UTWA	RD.	
02	Shnghai,	Кови &	Т окона	ΜA

For Freight or Passage apply to-

Hongkong, 29th August, 1911.

0,	4	19	3.	1	C + 2
	S.S.	SUEVIA	-411	6th	Sept.
Y.	S.S.	SENEGAMB	LA	20th	Bopt,
	3.8.	BAYERN		., 6th	Oct.
	8.8	ARCAD! A		., 18th	Oct.
	8.8.	SLAVONIA		ord	Nov.
		SCANDIA.		. 16th	Nov.
	8.8.	SPEZIA		2nd	Dec.

FOR HAVRE, BREMEN & HAMBURG: S.S. AMBRIA ... 31st Aug. FOR HAVER & HAMBURG: S.S. ALESIA ... 15th Sept. FOR HAVEE, ROTTERDAN & HAMBUBG: S.S. PREUSSEN 20th Sept. FOR HAVEE, & HAMBURG: S.S. RHEINFELS ... 29th Sept. FOR HAVER, BREMEN & HAMBURG:

BUTTERFIELD & SWIRE,

AGENTS.

S.S. SUEVIA ... 12th Oct. FOR ROTTERDAM & HAMBURG: S.S. FURST BULOW 14th Oct. For Further Particulars, apply to-

HAMBURG-AMERIKA LINIE. Hongkong Office.

Hongkong, 26th August, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

I 1GHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

AMOY AND FOOCHOW SWATOW.

AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN ATRAMSHIPS.

LEAVING,

"HAIYANG" ... Capt. J. W. Evans ... FRIDAY. 1st Sept., at 1 P.M. "HAICHING" ... Capt. W. C Passmore ... TUESDAY, 5th Sept., at 1 P.M. 8th Sep.t, at 1 P.M. HAITAN" ... Capt. J. S. Roach ... FRIDAY,

During the Month of August, RETURN TICKETS available for Three Months. will be issued at a Reduction of 20 per cent, on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRITE & Co., GENERAL MANAGUES.

Hongkon . 30th August, 1911.

INDO-CHINA S. NAV. CO., LD.

				(i)
	PROJECTED SAILINGS FROM HO	ngkong (Subji	ECT! TO ALT	ERATION.)
		RETAIL AT BOXEM	אם טי,	lle .
	+ SHANGHAI VIA SWATOW-	"CHOYSANG"	Wel'day, 30t	h Aug., Noon.
	* TIENTSIN	"CHIPSHING"	Friday, 1	st Sept , Noon.
	*** STEANGHAI FORE MOLE	"NAMBANG"	. Friday, 1	st Sept., Noon.
	. #. R. INGA PARR PRNANG &CALCUTTA	"FOURSANG"	Saturday, 2r	ad Sept. Noon.
	★ NE K NITT N-1	" TORINGANIT	Saturday, 21	id Sept., 2 P.m.
	45 TAY A TITT. A	Drain (artauntitud)	COMPLETE CARRY . DO	h Sept. 2 P.M.
•	T SANDAKAN	"MAUSANG"	Monday, 18	th Sept., Noon.
	The same of the sa	TIDO MA T	CDA . >	10.0

RETURN TOURS TO JAPAN -(OCCUPYING 24 DAYS). The Steamers "Kursang," " Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Voji to Hon; kong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers he superior accommodation for First Class Pass maura and are litted throughout with Electric Cight. + Taking Cargo on through Bills of Lading to Yangtess Ports Teingtan, Weihaiwei, Chefoo Tientain & Newchwang

I Taking Cargo on Through Bills of Lading to Kudat, I shad, Datu, Simporns, Twao Usukan, Jesselton and Labaan. Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE. MATHESON & Co., LTD., CENERAL MANAGERS. Hoogkong, 30th August, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION DATE OF SAILING. FRIDAY, 15th Sept., at Noon, 21,000 ... W. W. Greene ... AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, 6th Oct., at Noon. TENYO MARU ... 21,000 ... E. Bent ... FRIDAY, 13th Oct., at Noon SHINYO MARU ... 21,000 ... H. S. Smith ... FRIDAY, 3rd Nov., at Noon,

+ Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANG WAI, NAGASAKI, KOBE, YOKKAI. CHI. YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at NOON.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

DATE OF SAILING. ... STEAMER 14th October, at Noon. ... 10,500 ... SATURDAY. BUYO MARU 13th December, at Noon, HONGKONG MARU 11,000 ... WEDNESDAY, ... 17,500 ... TUESDAY. 18th February, at Noon. KIYO MARU...

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS VIA MOJI, KORE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at NOON:

FARES FROM HONGKONG:

To LONDON To VALPARAISO

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-TO EUROPEAN POINTS:-Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of Chins and Japan.

TO CANADIAN AND UNITED STATES POINTS:-Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families. (These concessions apply to San Francisco Line Only),

These magnificent steamers are most up-to-date and luxurious in every way. Excellent ouisine and accommodation. "TENYO MARU" "CHIYO MARU" and "SHINYO MARU", are fitted with Turbine Engines and Triple Scrows. Record Speed 211 knots.
Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to K. MATSDA, AGENT, King's Building (Opposite Blake Pier).

FRANCAIS ASIATIQUE

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

hours.

Capt. E. de Catalano. s.s. "SI-KIANG."

(1ST AND 2ND CLASSES) will leave Hongkong for-

KWANG CHOW WANG AND HAIPHONG.

on WEDNESDAY, the 30th Aug., 1911, at 9 A.M.

For Passages and Freight apply to P. THOMAS, M.M. Co.'s AGENT.

SHOSEN

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with



THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Maxico, Central and South America.

	FOB	STRAMERS	(Gross reg.)	LEAVES
	VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAKI,	SEATTLE MARU"	5,182	WED'DAY 6th Sept. at 11 A.M.
	ROBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
	VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHA'.	"MEXICO MARU"	6,064	SATURDAY, 16th
•	MOJI. KOBE, YOKKAICHI, SHIMIDZU EDD YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE LRAVES.

102	3 3 3			
FOOCHOW VIA ON TAMSUI VIA SV and AMO ANPING VIA SV	WATOW OY WATOW	"CHOSHUN MAR" "DAIJIN MAR" "SOSHU MARU	SUNDAY, 3rd Sept at 10 A.M.	t.;

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of :-2ND CLASS \$29.90. 1ST CLASS \$45.50

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1. Queen's Buildings

S. HIROI, MANAGER

U.S. MAIL LINE.

MAIL S.S. CO. PACIFIC

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC

n 30m (1)			* **		1 19
PROPOSED SAILING FROM	HONGKO	ng, (sub	JECT TO	AUTERA	TION.)
STEAMERS MANCHURIA	Tons	- 2	SAILING I	DATES	
MANCHURIA	27,000	FRIDA	Y. 8	th Bept.	at 1 P.M.
MONGOLIA	27.000			Oth Sapt.	
KOREA	18.000	SATUI		8th Oct.,	
The state of the s	10.000	FRID.		Oth Nov.	
MANCHURIA	27.000	SATU		5th Nov.	
MONGOLIA	27.000	SATU		6th Dec.	
KOREA	18.000	FRID		2th Jin.	
SIBERIA	18,000	SATU		7th Jan.,	
7 T T T T T T T T T T T T T T T T T T T		4		T. T.	1

Twin Screws. All Steamers are Equipped with Wireless Telegraphy. THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 8th September, at 1 p.m.

FARES: HONGKONG TO LONDON, £71 10s. 0d. RETURN, SIK Months, £120; 24 Months, £125; including Berth and Meals ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Navel, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:

—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA 10,200 Tons FRIDAY, -1st Sept., at 1-P.M. PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA-SAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 1st Sept., at 1 p.m. On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Poris. £43. via New York HONGKONG TO BAN FRANCISCO Through Bills of Lading issued to Japan, North, Central and South American Ports For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

MPPONYUSENKAISHA



THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAITINGS FROM HONORONG-EUBJEOT TO ALTERATION,

DESTINATIONS

MARSEILLES, LONDON and ANTWERP, via SINGA-PENANG, PORE. COLOMBO, SUEZ and PORT SAID ...

Capt. H. Fraser. TANGO MARU Capt. K. Kawara. KAMO MARU KAMAKURA MARU

Capt. B. Kon,

Capt. K. Noda,

Capt. S. Tominaga, ..

STEAMERS

HIRANO MARU.

(WEDNESDAY, 13th Sept., st Daylight. JWEDNESDAY 27th Capt. F. L. Sommer, 9,000 ! Sopt. at Daylights SATURDAY, 9th Sept., from KOBR

SAILING DATES

WEDNESDAY, 30th

(TUESDAY, 12th

TUESDAY, 10th

fERIDAY.

Sept. at 4 P.M.

Sopt., at Noon.

(WEDNESDAY 30th

VICTORIA, B.C. and (INABA MARU SEATTLE, via KEELUNG.

SHANGHAI, MOJI KOBF, TAMBA MARU YOKKAICHI. SHIMIZU and YOKOHAMA U SYDNEY and MELBOURNE, (via MANILA, THURSDAY

YAWATA MARU ISLAND, TOWNSVILLE and BRISBANE

NAGASAKI. KOBE

KOBE and YOKOHAMA

ЧОКОНАМА ...

and COLOM BO

Capt, T. Sekine BOMBAY MARU SHANGHAI, Capt. J. Terangka: KOBE

NIKKO MARU Capt. M. Yagi.

(WEDNESDAY, 30th Aur., at Noon AKI MARU THURSDAY, 31st Capt. K. Honuma, 7,000 \ Aug. a Dylight, BOMBAY via SINGAPORE, FHAKATA MARU FEUESDAY. -- 5th-Capt. K. Sayeda

5,000 6

Omitting Keelung and Shimizu. Fitted with New System of Wireless Telegraphy. Carries Deck Passengers I Cargoonly. STEAMERS

BETWEEN KOBE AND CALCUTTA.

Regular Service (once in every 18 days)_ FROM KOBE TO CALCUTTA, CALLING AT SINGAPORE, PENANG AND RANGOON. The First Steamer to sail from Hongkong:

"JINSEN MARU," Tons 3,782, on September 26th.

CHEAPEST

HONGKONG AND JAPAN PORTE Commencing 1st June, ending 30th September, 1911. SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

> Yokohama Return, Kobe Return, Moji Return, Nagasaki Rotura

\$110 **\$100 \$90**. lsr CLASS \$ 80 \$50

70 With Option of rail between Steamers' Calling Ports in Japan. For Further Information, apply to-

T. KUSUMOTO, MANAGER. 1061-14-401

THOS. COOK & SON TOURIST, STEAMSHIP & FORWARDING AGENTS

BANKERS &c. Head Office for the Far East: 16. DES VETIX ROAD, HOVGFONG,

SHANGHAI: 2-3, FOO HOW ROAD. YOKOHAMA: 32, WATER STREET,

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES, exchanged. CHIEF OFFICE:-LUDGATE CIRCUS LONDON, E.C. ELEKTRIZITATS ACTIENCESELLSCHAF

Titan BERGERHOF RHLD

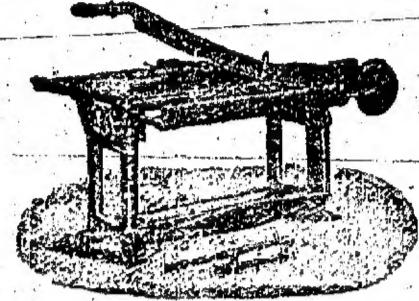
ELECTRIC MOTORS, DYNAMOS, VENTILATORS, AND ALL KINDS OF

ELECTRICAL GOODS.

SOLE REPRESENTATIVE FOR HONOKONG AND CHINA

TIONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960. Hongkong, 25th August, 1911.

FOMM LEIPZIG = R



PRESSES

BOOKBINDING.

A. FROMM,

Queen's Buildings, Hongkong, 25th August, 1911

goût americain

Sole Representative for Hongkong and South China Hugo C.A. Fromm, Hongkong.

Conglisher, 25th August, 1911.

670-22

The Delta, with the English Mail, left Singapore on Friday, the 25th inst, at 6.30

FOR	PER DATE
Swatow, Amoy and Feochow Swatow and Shanghai Nagasaki, Kobo and Yokohama Singapore, Penang and Colombo Macao	Sikiang Wednesday, 30th, 8.00 A M Wednesday, 30th, 9.00 A M Wednesday, 30th, 9.00 A M Wednesday, 30th, 11.00 A M Wednesday, 30th, 11.00 A M Wednesday, 30th, 11.10 A M Wednesday, 30th, 11.10 A M Wednesday, 30th, 10.00 N Wednesday, 30th, -1.15 P M
Manile. Cebu and Iloilo	Zofiro Wednesday, 31th, 3.00 P M
Bloji and Kobe	Wednesday, 30th, 5.00 P M Wednesday, 30th, 5.00 P M Wednesday, 30th, 5.00 P M
Maji, Kobe. Yokohama and Portland	Eui Tai Thursday, 31st, 1.15 p m Chinhua Thursday, 31st, 3.00 p m Rygja Thursday, 31st, 5.00 p m
	Chipshing Friday, 1st, 10.00 A M Nameang Friday, 1st, 10.00 A M

\$7.	anghal Honot Str	, NA ULU ETL	AND AN I	I, K San Tatt	OHE, Phan Tro	X OK OLSC TOLL	BO.	MA, PE	C	himo	-	
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1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1) Fe	4 4	2.4
Swatow Amoy and F	oochow	161	. Haryang . Sui Tai
Chefoo and Tientsin Fingapore, Pensau an Funore, &c., Indi.	d Calcuits	44.1	Fooksang .
Late Letter: 11.03 Postage 10 cents	A.M. to NOON.	Extra	
(Supplementary 1	nail on board u departure of t	p to the he mail	

Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) Tue Parcel Mail will be closed Friday, 1st instant, at 5 P.M. (Taking Mails for Cebu and Hoilo' Sui Tai

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) Empress of India SIBERIAN MAIL TO EUROPE

Shanghai, ... Swatow, Amoy and Foochow Manila, Cebu and Iloiloi ... Tean Keeling. Nagasaki, Kobe, Yokohama, Seattle Muru Victoria and Tacoma

EUROPH, &C., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to 11.30 A.M. Print Ludwig Extra Postage 10 cents.)

Swatow, Amoy and Foochow Haitan Loongsang ... (Taking Mails for Cebu and Iloilo)

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

and the second s
August 29th.
On London:
Telegraphic Transfer
Telegraphic Transfer
Bank Bills, at 30 days' sight1/9 is
Bank Bills, at 4 months sight 1/9
Credits, at 4 months sight
Documentary Bills 4 months' sight 1/10
ON PARIS:-
Bank Bills, on demand
Credits, at 4 months' sight230
ON GERMANY:-
On demand1833
Bank Bills, on demand43½
Credits, at 60 days sight443
ON BOMBAY 2-
Telegraphic Transfer
Bank, on demand
ON CALCUTTA:-
Telegraphic Transfer
Bank, on demand
ON SHANGHAL:-
Bank, ut sight753
Private, 30 days' sight
ON YOKOHAMA:—On demand872 On Manila;—On demand—Pesos—872
ON SINGAPORE :- On demand
ON BATAVIA :- On demand 1078
ON HAIPHONG :-On demand
OR BAIGON:—On demand
ON BANGKOK:—On demand842
Sovernions, Bank's Buying Rate\$11.10
GOLD LEAF, 100 fine, per tael\$57.80
BAR SHYER, per oz

..20 cents pieces.....\$6.21 discount.\$6.18

RHARRS.

120,000

50,000

200,000

20,000

125,000 10,000

20,000

12,000 8,000

60,000

20,000 24,000 8,000 10,000 12,400

12,000

50,000 150,000

78,000 12,500

16,000

200,000

25,000 50,000 75,000

20,000

30,000

20,000

80,000

60,000 pref. 60,000 def.

9,900 ordy,

Value.

Tls. 250

Daily Wire

WILLIAM C. JACK & CO., LTD.,

ELECTRICAL AND MECHANICAL ENGINEERS, GOVERNMENT CONTRACTORS

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AGENCIES AND STOCK HELD:

ALL ELECTRICAL SUPPLIES.

MACHINERY, STEAM PUMPS.

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GAS FITTINGS, BURNERS AND MANTLES .-

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SUCTION AND POWER GAS PLANTS, ENGINES.

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PETTER & CO., LTD.

WELSBACH INCANDESCENT GAS CO.

14, DES VŒUX ROAD, HONGKONG.

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GENERAL ELECTRIC CO. OF

2,500,000

10,000

10,000

6,000

\$100 \$83.35 \$250 £15

\$100

SHARE LIST.—QUOTATIONS.

Hongkong & Shanghai Bank Corporation

H'kong & Kowloon Wharf & G.Co., Ld. Hongkong and Whampoa Dock Co., Ld.

Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew W-sri Co., Ld.,

New Amoy Dock Co., Limited

Green Island Cement Co., Limited ...

Hongkong Hotel Company, Limited ...

NRUBANCES .-

Mining.—

REFINERIES .-

Manila Metropole Hotel Limited
Hongkong Ice Company, Limited
Hongkong Rope Manufacturing Co., Limited
H'konga South China Steam Fisheries Co., Ld.

Canton Insurance Office Co., Limited

China Fire Insurance Co., Limited

Union Insurance Society, Limited

LANDS AND BUILDINGS .-

Peak Tramways Co. Limited ...

Philippine Co., Limited

STRAMSHIP COMPANIES .-

China Traders Insurance Co., Limited...

Hongkong Fire Insurance Co., Limited

North-Chins Insurance Co., Limited ...

Yangtsze Insurance Association, Limited

Hongkong Land Invest. Agency Co., Ld.

Humphrays' Estate and Finance Co., Ld.

Kowloon Land and Building Co., Ld. ...

West Point Building Co., Limited

Shanghai Land Luvestment Co., Limited

SociétéFrançaise desCharb'ges du Tonkin

Raub Australian Gold Mining Co., Ld.,

China Sugar Refining Co., Limited ...

China and Manila Steamship Co., Ld. ...

Hongkong, Canton & Macao S.B. Co., Ld.

Indo-China Steam Navigation Co., Ld [

Shell Transport & Trading Co., Limited.

Luson Sugar Refining Co., Limited

Douglas Steamship Co., Limited

Star Ferry Company, Limited

Campbell, Moore & Co., Limited

United Asbestos Oriental Agency, Limited.

A. S. Watson & Co., Limited

Wm. Powell, Limited Watkins, Limited

Weissmann, Limited H. Price & Co., Ltd.

Union Waterboat Co., Limited

Loans.

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Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited ...

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PAID UP. CLOSING QUOTA-

£8873

\$10, bayers

\$81, buyers

Tla. 87;

Tla, 423. Tls. 61.

Tls. 23.

\$24, sales

\$52, x d.

Tis. 60 Tls 85 \$3.90

\$8, sollers

8212, sellers

3116, sales

\$175, sellers

372, sales

\$7 861, bayers

850 | 8202, buyers

\$20 | \$125, buyers

350 \$360, buyers

£o Th. 160, sellers

36t \$215, @ Ex73.

\$101, sales

\$30 \$274, huyers all Tls. 904

all 845, bayers

81 \ \$1.00 \ \$5, bu

874, bayers

\$2 65, buyers

\$5, buyers

\$10, buyers

\$20, buyors

\$281, sellers

76/-, sellers

\$10, buyers

\$4, sellers

\$2, buyers

\$15, buyers

-12, buyers

Quotation.

3300.

4/11 per lb., sellers.

Interest.

7% p. annum Par.

VERNON & SMYTH. Share-Brokers.

CHINA,

\$263 \$163

325. 36

866 L'don. £5 17. 6.

all \$136, buyors

all \$32, buyers

9105.

\$100 \$815, sales

\$49_buyers

\$1.55, sellers

Honorong, August 29th, 1911.

A LUXURY TO THE MAN

OF TASTE

IN 50's & 100's

AT \$4.20 AND \$2.80 PER 100

ALL TOBACCONISTS



Hongkong ... 10 China-Borneo Company, Limited China Light and Power Company, Limited. China Provident, Lean & Mortgage Co., Ld,... COTTON MILLS.-Ewo Cotton Spin'g. & Weaving Co., Ld.
Hongkong Cotton Spinning Co., Ld.
International Cotton Manuf'ing Co., Ld.
Lacu-Kung-Mow C. Spin. & Weav. Co., Ld.
Soy Chee Cotton Spinning Co., Limited
Dairy Farm Company, Limited
Docks AND Whanves.—
Hillow & Korrleen Wheef & C. Co. Ld.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Equite to EUROPE.

and may be expected here to-day. This pack despatch by, the all sea route on the 26th July	tet brings the parcel mail closed in London for , and for despatch overland on the 2nd August
FOR	PER DATE
Swatow, Amoy and Feochow Swatow and Shanghai Nagasaki, Kobo and Yokohama	Sikiang Wednesday, 30th, 8:00 A M Wednesday, 30th, 9:00 A M Wednesday, 30th, 9:00 A M Wednesday, 30th, 11:00 A M Wednesday, 30th, 11:00 A M Wednesday, 30th, 11:0 A M Wednesday, 30th, 11:0 A M Wednesday, 30th, 11:0 A M Wednesday, 30th, 11:5 P M
Manile. Cebu and Hoilo	Zofiro Wednesday, 35th, 3.00 p M Dolla Wednesday, 30th, 5.00 p M

Manila (Takin " Muils for Cebu and Iloilo),

Thursday Island, Cooktown, Cairns, Yangla Marie Cownsville, Brisbane, Sydney, Hobart, 1st, 10.00 a M Launceston, New Zealand, Melbourne, Dangdin, Adelaide, Porth, and Fremantle

Printed Matter and Sam-Ples ... 10.00 A P Registration... 10.15 A M (Registration, with late fee of 10 cents, up to 11.00 A.M.) Registration, Kowloon South China Morning Post, Limited Steam Laundry Company, Limited... 9.30 A M No late fee. STORES AND DISPENSABLES .-... Noon Letters Friday. NOON.

1.15 PM 3.00 PM 2nd, Saturday, 10.00 A M Printed Matter and Same ... 10.00 A N Registration ... 10.15 AM (Registration, with late fee of 10 cents up 1 RUBBER. 10.45 A.M.) Registration, Kowloo, B.O. 9.30 A M No late fee Lietters ... 11,00 A.M

Saturday. 1.00 P M 2nd. 2nd, 1.15 P M Registration, Kowloor ... 3.00 PF Printed Matter and Sam. ples ... 4.00 PM Registration ... 3.15, P M (Registration, with late fee of 10 cents, up to

4.00 P M) ... 5.00 P M 2nd, 5.00 P M Saturday, 5th. Noon Tuesday. 5th, 3.00 P M Tuesday, Wednesday, 6th, 10.00 A M Wednesday, 6th, Printed Matter and Sam-· 10.00 A M Registration ... 1000 A M (Registraction with late fee of 10 centr. up to 10.45 A.M.) Kowlcon Registration,

B.O. 9.30 ▲ ar No late fee. 11.00 A M Letters . Friday, 8th, Noon 1.00 P M Saturday.

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Saturday, 2nd Sept.-Grand Promonade Charit Concert on the Volunteer Parade Ground

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